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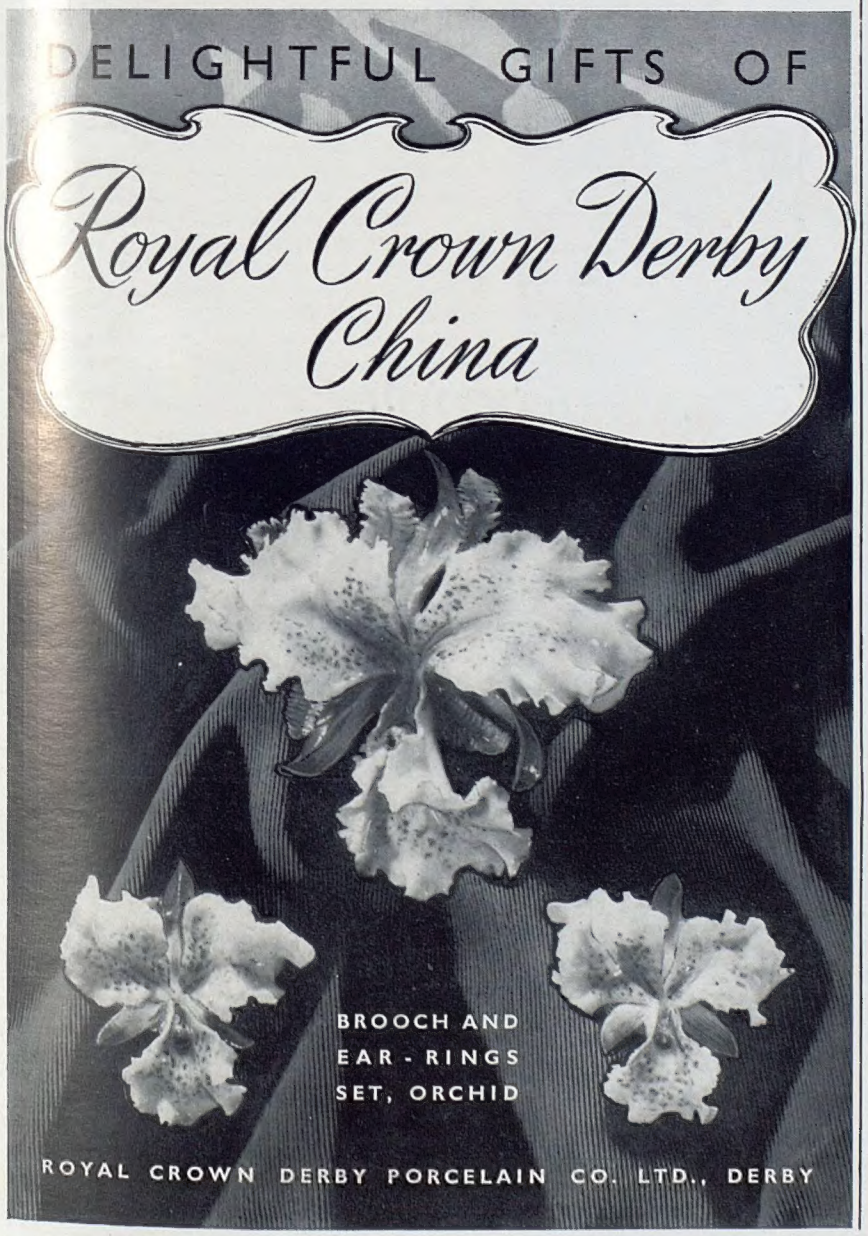

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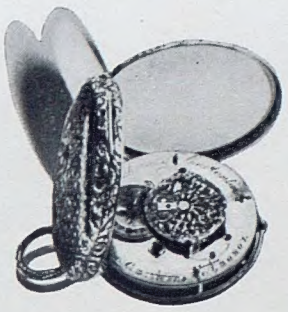

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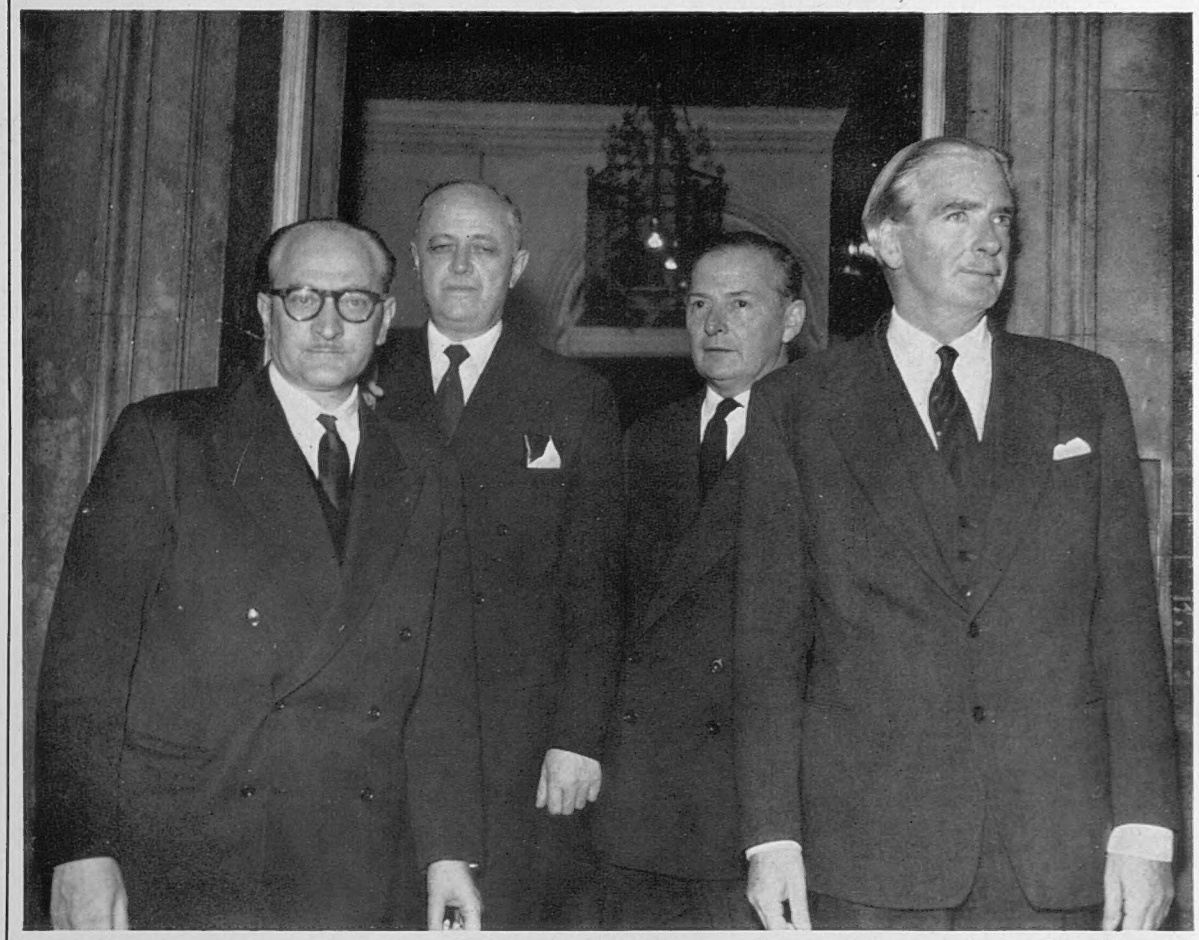
France against Egypt of aiding the Algerian rebels. Then it had to cope with the latest Israeli big-scale "reprisal" which seemed to threaten full-scale war in the Arab territories. Finally, the United Nations General Assembly took over towards the end of last week and passed its cease-fire resolution. The League of Nations failed from lack of co-operation. But the U.N. has survived longer than the League. It is all we have, and statesmen of good will and lovers of peace are right to continue stressing what it has succeeded in doing and can still do in marshalling and recording world opinion on the guilt of disturbers of the peace.

"Everlasting Hope."—Each new international crisis seems to reduce in importance or relegate to dim memory that which preceded it. The original Suez issue is already half forgotten; Poland is treated as a *fait accompli*; the Egyptian-Israeli war, the Anglo-French intervention and the whole international imbroglio arising from the Middle East took second place last Monday to the world-shattering events in Hungary as Russia returned to the naked brutality of Stalin's foreign policy. As crisis follows crisis, none seems to be ever disposed of or settled. The mischief which civilisation must one day clear up, piles up a complicated mass of enigmas beyond the power of men to solve, and all civilised progress is halted. Side by side with the slow-moving machinery of the U.N. exist many pacts and guarantees entered into by the powers, great and small, and designed over the years to deter aggressors or defeat aggression by intervention by all authorised means. These pacts themselves, in the complication and multiplicity of crises threatening war, have lost their force while remaining in force. The protected small nation has become an active enemy of its protector, or formed a close alliance with the country assumed by the pact to threaten it. Was ever such a mess, so tragic a comedy, as civilisation's post-war efforts to settle down after the madness of war? And this tragic and complicated mess is the opportunity for the aggressor. When the cat 's away or engaged elsewhere, the mice come out to play. Nasser knew how to choose a shrewd moment. Israel could rely on at least some of her potential dangers being put out of the way by events in Hungary, and so on. Some day this scrap-heap must be looked through and tidied up. It looks like a labour of Hercules. All our post-war efforts to return to sanity, law and order in the world seem like the labour of Sisyphus which (as he told Orpheus) "is at the worst but everlasting hope." Sisyphus and civilisation are still at it, everlastingly hopeful, for ever disappointed.

"Men and Power."—Lord Beaverbrook has released one more proof—if proof were needed—that power corrupts. No one has ever questioned his genius for making news readable, stimulating and colourful. *The Times*, in a review of his book—which will be one more best-seller to his credit—likened him to Mr. Creevey and Tacitus. The style of Tacitus, no doubt, was the model of Castlerosse and has been retained in the *Express*. As to Mr. Creevey, he, too, knew how to make news colourful, and he has sometimes been charged with laying the colour on too thick. In truth, Time has proved him remarkably accurate, and, indeed, some of his contemporaries went out of their way to acknowledge his accuracy. To judge by quotations from Lord Beaverbrook's book, I rather dread that he may be proved as accurate as Thomas Creevey. For not only does power corrupt; it often sets the foolscap on men who have enjoyed power. When private archives give up their secrets, the judgments and actions of statesmen, accounted great, on men and policies are sometimes revealed as puerile, small-minded, faulty and partial. We learn of Bonar Law's opinion of Churchill's "unbalanced mind." We have the attempt by Lloyd George to dispose of two thorns in his pillow by promoting Robertson to Carson's place at the Admiralty; but Robertson would have none of it. Haig himself only hung on because of a secret pact between Lloyd George and the Tory chiefs under Curzon not to dismiss him; and we have F. E. Smith's firm advice to Lloyd George on taking office to sack both Haig and Robertson. We have a sensational story culled from Lady Lloyd George's private diary of the burning of a paper concerning a vital debate on manpower—the War Office's amended figures required for the Maurice debate, which the Premier apparently never saw and certainly did not use—a paper which his secretary, on discovering it later, incontinently burned for the falsification of history and for the reputation of his chief. We have abundant evidence of the "reason why" that First World War was so long a-winning and at so bloody a cost. "The politicians gave little credit to the generals. The generals denounced the politicians. The soldiers and sailors had little confidence in either. The public had no heroes." Hero worship, indeed, went out then and has only been revived in a single individual case since 1918. The civil war at home (1914-18) emasculated energetic conduct of the war in France and Flanders. And it is true enough that ever since 1918, the published archives of past events have ensured that hero worship is a dying religion. It reveals men in power through the eyes of their valets.

THE OLD STAGER

LEADERS OF THE INTERVENTION POLICY



BRITISH AND FRENCH MINISTERS AT DOWNING STREET: M. Mollet, the French Prime Minister (on left); M. Pineau, the French Foreign Minister; Mr. Selwyn Lloyd and Sir Anthony Eden stand together at the door of No. 10, Downing Street. The French Ministers had come to London for an emergency meeting after the news had been received of the Israeli invasion of Egypt. In the Anglo-French talks the momentous decision was taken for joint intervention in Egypt. M. Mollet returned to Paris to receive an overwhelming vote of confidence for his policy in the National Assembly. Sir Anthony Eden, however, faced in the House of Commons some of the stormiest occasions in his long and distinguished political career. Led by Mr. Gaitskell, the Opposition showed an unbroken front against what the Prime Minister called "the state of Armed Conflict" in Egypt. Sir Anthony and Mr. Gaitskell broadcast to the nation last week-end.

On left—

THE PRIME MINISTER KEEPS SMILING: Sir Anthony Eden cheerfully waves as he leaves Downing Street to answer his critics in one of the debates in the Commons on the Anglo-French intervention.

THE COUNTENANCE OF THE NATION: Apart from children, most faces look grave in the crowd standing in Downing Street to watch arrivals and departures for Cabinet meetings. This picture is an indication of the feelings of many British people as the crisis hardened and they found their country in a minority in the United Nations Assembly.

OPERATING IN THE SINAI DESERT: Israeli troops gather round a water truck during a halt in the desert during the opening phase of the campaign against Egypt. Some of the vehicles in their column are in the top left-hand corner. Israel invaded Egypt on October 29. In less than a week Tel Aviv claimed that the objective of destroying Egyptian bases which menaced the border had been achieved.

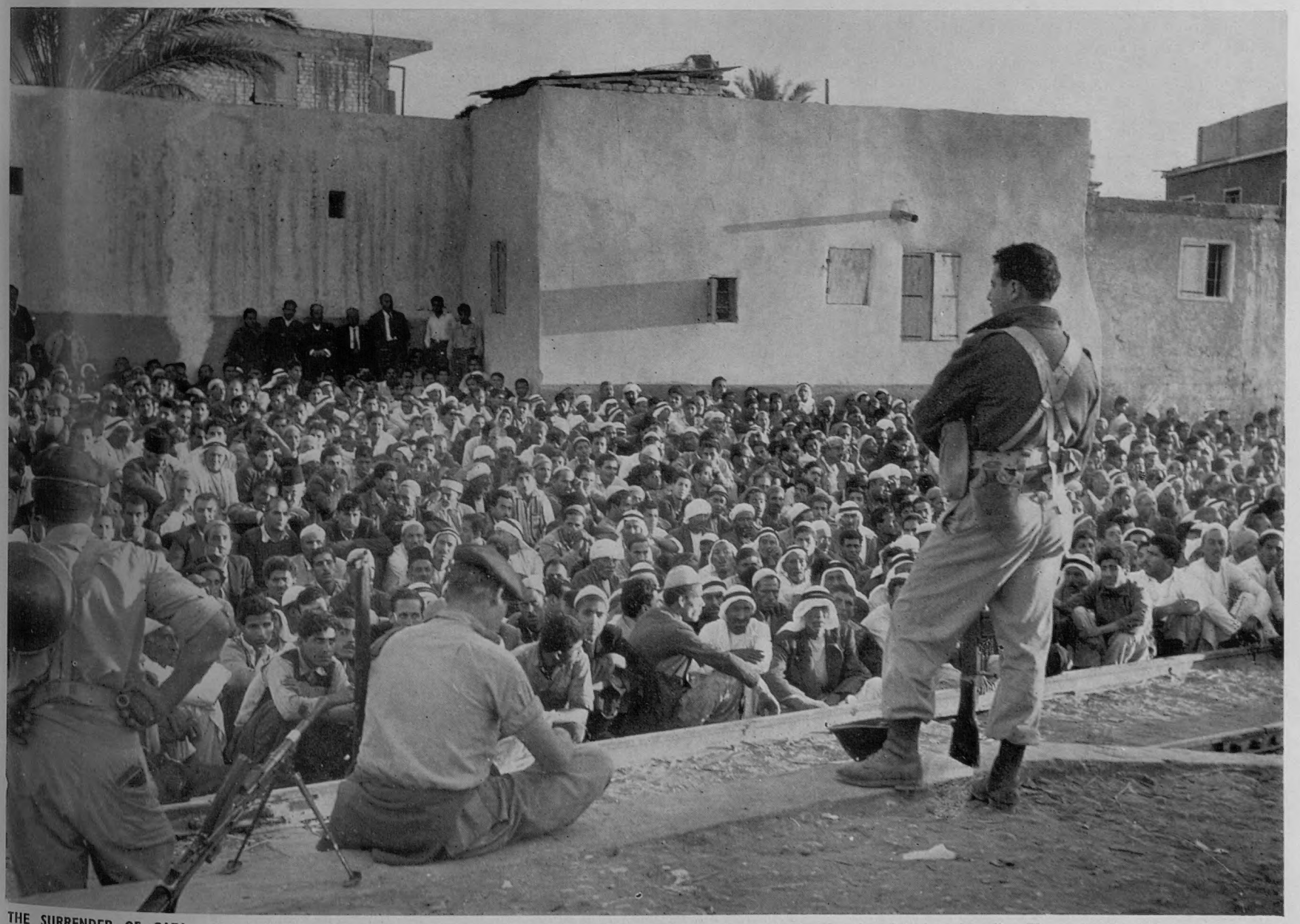
ACTION IN THE DESERT

Israeli Troops at War Against Egypt in Sinai

The initial Israeli strategy was based on a two-prong drive over the border into the centre and south of the desert area of the Negev. The southern column, operating through difficult country, met little opposition and made rapid progress towards the Suez Canal. However, it appears to have halted well before reaching the ten-mile limit laid down in the Anglo-French ultimatum. The central column was engaged in more serious fighting. Turning north it made for the sea with the obvious intention of cutting off the Gaza strip in which the Egyptians were known to have concentrated considerable forces. For a time the westward communications along the coast were left open by the Israelis, possibly with a view to allowing some of the Egyptians to withdraw. However, the gap was sealed by the end of last week and the assault begun on Gaza itself. After a few hours of heavy Israeli bombardment, the Egyptian commander, Major-General Liwa Muhammad Fuad Asdagawi, came out with a white flag. The campaign was thus at an end, apart from the mopping-up of a few Egyptian pockets in the desert, notably at Abu Ageilia, and these operations were soon finished. The Israeli forces were obviously greatly assisted by the Anglo-French intervention against Egypt. Nevertheless, military observers were much impressed by the efficiency with which units carried out their roles in what was in the true sense of the word a *blitzkrieg* or lightning campaign.

MOVING TO ENCIRCLE GAZA: A mobile unit of the Israeli Army drives through the north of the Sinai Desert in the operation which ended in the sealing off of the Gaza strip and the fall of the town itself. An Israeli column attacked in the centre of the Sinai desert and then turned north and isolated the strongpoint from which it was alleged Egypt had frequently sent raiding parties over the Israeli border. An Egyptian division also surrendered in the desert at Abu Ageilia after some days of resistance.

ADVANCING TO VICTORY: Israeli infantry go through shell-fire and barbed wire in their attack on the defences outside Gaza, which was quickly brought to a successful conclusion by the surrender of the Egyptian commander of the town. In the early stages of the war Egypt claimed a number of successes against Israel on the ground and in the air. However, the Anglo-French bombing of Egyptian airfields and military installations on the Suez Canal soon crippled any Egyptian chances of counter-attack.



THE SURRENDER OF GAZA: Some of the male population has been rounded up for searching and questioning by the victorious Israelis. The majority of them are reported to have been released after a short time. As the troops advanced on the town in the strip which has been under Egyptian control for eight years, there was panic among the Arab population. Numbers of people tried to escape by sea to the other side of the Suez Canal or to ports in the Arab countries lying to the north of Israel.

THE FIRST EIGHT DAYS

A Diary of the World's Most Critical Period Since 1939

THE first week of the gravest international crisis since 1939 presented a bewildering as well as a momentous series of events. The pattern, which often seemed to change hourly, comprised war between Israel and Egypt; Middle East rivalries in general; the Suez Canal question; the Anglo-French intervention; British domestic dissensions and British relations within the Commonwealth and with America beset by the imminence of her Presidential election; meetings and resolutions from the Security Council and the United Nations; and a Soviet policy which ended in the massacre of Budapest.

No one dares forecast what the next news may be. But there is one certainty. The future was inexorably shaped in the happenings of the first week, which are factually recorded in this diary and in the pictures on many pages of this issue of THE SPHERE.

The Background.—The crisis in the Middle East stemmed from two main causes—Egyptian-Israeli rivalry and the Suez Canal question. The bitter relations between Egypt and Israel, and the wider problems of the Arab League and Zionism, are surveyed in the article on The Middle East later in this issue. The Suez Canal question became critical on July 26 last. Colonel Nasser, the Egyptian President, announced that Egypt would take over the waterway immediately.

Britain and France at once denounced this action as being in breach of international agreements. At the same time they took certain precautionary military measures. On the diplomatic side, there were Anglo-French-American talks which led to the summoning of the first London Conference on Suez to discuss the future of the Canal on August 16. Twenty-two interested nations attended and eighteen favoured some form of international control. But attempts to reach an understanding with Colonel Nasser failed.

Nevertheless, the eighteen "internationally-minded" nations met again in London for a second Conference on September 19. They formed the Suez Canal Users' Association with a view to maintaining their international rights and at the beginning of October this body was officially established. Soon after, Britain and France raised the whole Suez matter at the Security Council.

In the middle of the month Suez rapidly receded from public attention as the international limelight was turned upon what appeared to be far more epoch-making events, first in Poland and then in Hungary. But this did not mean the Middle East was quiet. On Sunday, October 28, a decisive step was taken by a country which had had no part in the Suez Conferences—Israel. In Tel Aviv the Government ordered partial mobilisation. From this point the focus constantly changes through the next momentous seven days.

October 29.—Israel attacked Egypt. In late afternoon her forces crossed the border of the Negev. Late at night Israel Army units were reported to be less than twenty miles from Suez. Tel Aviv announced that the operations were necessitated by continuous Egyptian attacks on Israeli land and sea communications which aimed at "destroying and depriving the people of Israel of the possibility of peaceful existence."

Cairo referred to an Israel border crossing, but said there was as yet no fighting with Egyptian troops. In London a very grave view was taken of the situation, but it was not yet realised that it amounted to war and the Commons gave its time to listening to a statement on Hungary.

October 30.—Black-out and air-raid warnings in Israel and Egypt. Fighting in the Sinai desert. Israel claimed that one of their forces had captured the important Egyptian base of El Quseima, in Sinai. This force was believed to be turning north to the coast to cut off Gaza. Another Israeli unit was heading for the south end of the Suez Canal.

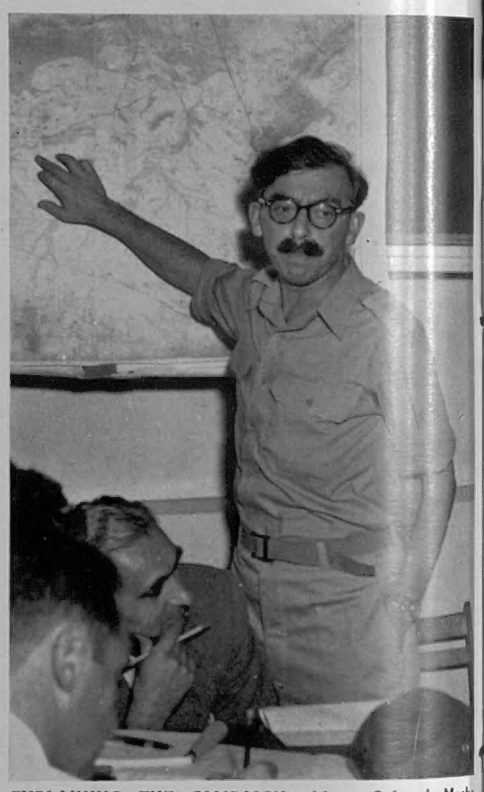
M. Mollet, the French Prime Minister, and M. Pineau, the Foreign Minister, flew to London. In the afternoon Britain and France sent an ultimatum to Israel and Egypt. It called on them to stop all warlike activities forthwith and to withdraw their military forces to a distance of ten miles from the Suez Canal. Egypt was asked to agree to Anglo-French forces temporarily moving into key positions at Port Said, Ismailia and Suez. Non-compliance with any of these conditions within twelve hours would mean that Anglo-French forces would intervene to secure that compliance.

Sir Anthony Eden's announcement of this ultimatum in the Commons was applauded by the Conservatives. However, the Opposition strongly disagreed and asked for no action until the Security Council had come to a decision.

Late at night Israel broadcast acceptance of the ultimatum, provided Egypt also accepted the terms. At the same time Colonel Nasser rejected it. He ordered general mobilisation and spoke of "Anglo-French aggression." In New York, at the Security Council, Britain and France vetoed an American resolution, which was supported by Russia, calling on all nations to refrain from force or threat of force in Egypt.

AMERICANS LEAVE ISRAEL: Personnel of the United States Embassy in Israel and other American subjects board an aircraft of the U.S. Air Force at Lydda airport on the day Israel invaded Egypt. American citizens were also evacuated from Cairo, but many British subjects were unable to leave Egypt before the rupture of diplomatic relations with London.

EVACUATION TO AMERICA: A member of the United States Overseas Mission and his family stand by the car at Lydda Airport, in Israel, while waiting to board an aircraft for America.



EXPLAINING THE CAMPAIGN: Lieut.-Colonel Moshe Pearlman, the spokesman for the Israeli Army, points to the map at a Tel Aviv news conference.

October 31.—Israeli troops reported to have cut off Gaza. The Egyptian destroyer *Ibrahim el Awal*, after shelling Haifa, was captured and towed into the harbour.

General Keightley was appointed Commander-in-Chief of an Anglo-French Allied Forces H.Q. in Cyprus. In the afternoon four Egyptian airfields were attacked by Allied bombers. It was stated that all possible broadcasting means were being used to warn Egyptian civilians to stay away from airfields and military installations.

An Egyptian frigate was sunk by the cruiser H.M.S. *Newfoundland* in the Gulf of Suez. There were British and French naval and military movements in the Mediterranean and troop embarkations began in Britain and France.

In London there were stormy scenes in the House of Commons. The Prime Minister spoke of his aim of stopping war by the Anglo-French intervention. Mr. Gaitskell declared the Government to be "guilty of disastrous folly."

In America Mr. Eisenhower, in a broadcast, described the Anglo-French intervention as an "error." In Paris M. Mollet received a handsome majority in the National Assembly. Jordan mobilised, Syria proclaimed a state of emergency, Iraq protested to Britain, India denounced the intervention and Canada was reported to be critical of British action. At the Security Council, Russia introduced a motion of censure on Britain and France for "aggression."

November 1.—Israel claimed the Egyptian forces in the Gaza strip were sealed off. In Egypt Colonel Nasser proclaimed martial law and appointed himself military Governor-General of the country. He appealed to the nation "never to surrender." Cairo broke off diplomatic relations with Britain and France. Jordan broke with France and Iraq proclaimed martial law. Broadcasts from Cairo to workers in Arab States called on them "to halt the flow of oil." Throughout the day British and French bombers pounded Egyptian airfields to destroy aircraft on the ground. Naval forces were reported near both ends of the Canal.

At Westminster the Opposition moved a vote of censure on the Government. At one time the debate dissolved into such uproar and disorder that the Speaker suspended the House for half an hour. However, the Government eventually defeated the censure motion by 69 votes.

The United Nations Assembly met in New York and passed a cease-fire resolution, sponsored by America, by 62 votes to 2 (Britain and France), with seven abstentions. Soon afterwards it became known that Canada and the United States were drawing up a proposal for a "United Nations Police Force" in the Middle East.

A CAPTURED EGYPTIAN DESTROYER: The *Ibrahim el Awal* (1,490 tons) is towed by a tug into the port of Haifa. The destroyer had shelled the Israeli port before she was engaged by Israeli naval units and struck her colours. It was at first claimed by Cairo that the ship had been scuttled. *Ibrahim el Awal* was the British destroyer H.M.S. *Cottesmore* before being transferred to the Egyptian Navy.

NAVAL AND MILITARY EGYPTIAN PRISONERS-OF-WAR: *Left*—Members of the crew of the Egyptian destroyer *Ibrahim el Awal* squat on the quay at Haifa after being brought ashore from their captured ship. *Right*—Two Egyptian generals tell their story of how they were taken prisoners-of-war to a Press conference in Tel Aviv. The Egyptians are the Sandhurst-trained General El Agroudi (left), who commanded the 8th Egyptian Division in the desert, and General al Digwi, the Governor of the Gaza strip.

Australia, New Zealand, and Rhodesia supported the British action. Ceylon declared herself "strictly neutral."

November 2.—Gaza surrendered to Israel. Allied H.Q. stated a "crippling blow" had been struck at the Egyptian Air Force and operations were being switched to Egyptian army camps. Cairo Radio station was bombed and put off the air. Egypt blocked the Suez Canal at various points and announced that she would conditionally accept the United Nations "cease fire" resolution. Syria broke off diplomatic relations with Britain.

Britain and France expressed themselves favourable to the idea of a U.N. police force for the Middle East but declared that they must continue with their operations until the U.N. could take effective action. In London there were further noisy scenes in Parliament when Mr. Gaitskell asked the Prime Minister if he would accept the United Nations vote for a cease-fire.

In spite of objections from Russia, the Security Council considered two notes from Mr. Nagy, the Hungarian Premier. He said that Soviet forces were not withdrawing from his country, as agreed after the uprising of the freedom fighters; but were entering Hungary in increased numbers. He added that Hungary had repudiated the Warsaw Pact and declared herself neutral.

November 3.—During the day the situation in Hungary became extremely grave as Soviet armour prepared for action against numerous centres of the Hungarian freedom fighters.

Hungary was the subject of a statement by the Foreign Secretary at the special Saturday session of the Commons, before the Prime Minister again explained his views that Britain and France must continue action against Egypt unless a United Nations force was sent to keep the peace there. Outside the House, he received protests against his policy, as he had on previous days from various influential and representative bodies. But he also received indications of support. Mr. Anthony Nutting, Minister of State for Foreign Affairs, resigned office.

The United Nations General Assembly, on the proposal of Canada, instructed the Secretary-General to prepare a plan for a U.N. police force within the next forty-eight hours.

Anglo-French air squadrons continued attacks on Egyptian targets. Israel occupied Gaza and in Tel Aviv the Sinai campaign was regarded as virtually over. Syrian and Iraqi troops marched into Jordan. The Iraq Petroleum Company suspended the pumping of crude oil through Syria and there were unconfirmed reports of sabotage on the pipeline. Violent anti-British riots broke out in Pakistan.

November 4.—A mass of Soviet armour attacked Budapest and other points in Hungary. Budapest was bombed. Mr. Nagy broadcast from the Hungarian capital an appeal to the United Nations and the world on behalf of the lawful Hungarian Government. Budapest radio then went off the air. Moscow broadcast in the afternoon that "the counter-revolution in Hungary had been put down." The United Nations General Assembly passed a resolution denouncing the Russian action.

The Allied H.Q. communique spoke of air attacks on Egyptian tanks and marshalling yards. There were many reports of landing forces being ready to leave Cyprus. A British frigate shot down an Israeli aircraft over the Gulf of Suez. In Tel Aviv the black-out was lifted. In New York the Secretary-General of the United Nations produced his first report on the plan for an emergency international police force in the Middle East. In London Mr. Gaitskell declared his opinion that Sir Anthony Eden should resign.

November 5.—British and French paratroops landed in Egypt. After what was described as "very tough fighting" Port Said airport and two bridges were seized. By evening the Anglo-French forces were said to be firmly established. There were reports of Hungarians still fighting Russians in Budapest.

"THE MIDDLE EAST," A SURVEY BY JOHN MIDGLEY, IS ON PAGES 252–53

THE OVERWHELMING WEIGHT OF RUSSIAN ARMOUR WHICH CRUSHED HUNGARY : Over a dozen tanks guard the vital communication link of the Danube bridge during the first battle for Budapest. After being severely mauled at the hands of the Hungarian Army and the students who fought at their sides, the Soviet forces left the city and re-deployed in the surrounding countryside so that the temporarily liberated capital was encircled. After waiting several days for reinforcements the Russians attacked again and sacked the city.

RUSSIA MURDERS HUNGARY

Budapest is Sacked by Soviet Tanks and Infantry

The courageous uprising of the Hungarian people against their oppressors has been mercilessly crushed by the overwhelming armed strength of the Soviet Union. Faced with a Russian ultimatum ordering them to capitulate, the free Government, led by Mr. Imre Nagy, replied in the spirit of the nation and prepared to defend Budapest once more. This time, however, the Red Army took no chances, and after subjecting the capital to a savage air and artillery bombardment, an immense force of about 1,000 tanks supported by infantry was thrown against the pitiful handfuls of Hungarian troops and youths crouching behind the rough wooden barricades across the streets of the city. The free forces fought bravely and desperately, but the weight of numbers eventually told, and after several hours' fierce fighting Soviet infantry had taken most of the key points in the capital and Red Army tanks held all bridges. The revolt was over and only the vengeance of the oppressor on a defenceless population was to come.

In retrospect, it would seem that the Hungarian Government made a tragic mistake in believing that the Russians seriously intended to negotiate the withdrawal of their troops from Hungary. By gaining time through this betrayal, the Soviet Union was able not only heavily to reinforce the Red Army forces already in the country, but also to deploy them around Budapest and in the vicinity of the other important cities, so that the scattered insurgent strongholds were isolated. The Hungarian Government even stated its wish that the Russians should be allowed to move throughout the country unhindered.

When the final attack came, there was little the free forces could do but fight for as long as they had ammunition. The last message from free Hungary ended: "Listen to our call. Help us—not with advice, not with words, but with action, with soldiers and arms." No more was heard.

On right—

A MEETING OF THE FORMER GOVERNMENT: Mr. Nagy (centre), Premier of free Hungary for a week, confers with Mr. Zoltan Tildy (left) and General Pal Maleter.

THE PRIMATE OF HUNGARY RETURNS TO BATTLE-TORN BUDAPEST: Cardinal Mindszenty stands in front of the bullet-scarred walls of his official residence in the capital with some of the Hungarian soldiers who had released him from imprisonment at the time when free forces held the city. Since the brutal reimposition of Soviet oppression, which was heralded by a merciless air and artillery bombardment, His Eminence is reported to have sought asylum in the American Embassy. For eight years before the rising Cardinal Mindszenty had been held a prisoner by the secret police, who for the last few months had kept him imprisoned on an estate at Felsopeteny, about thirty-five miles north of Budapest. His return to the capital when all the free world was rejoicing at Hungary's apparent release from Soviet oppression, was marked with the deepest emotion by the crowds who watched his car slowly make its way to the palace which is the Cardinal's residence. Soldiers, who a few hours before had been beating back Russian tanks, knelt weeping in the rubble of the streets as he passed.

While Hungary was Free

Cardinal Mindszenty Returns to Budapest as a Popular Government is Formed

THE SHORT-LASTING INSURGENT COMMITTEE OF GYOER: A popular committee in Gyoer, one of the large towns in Western Hungary taken over by popular forces at the beginning of the uprising, meets in the local town hall to discuss the question of a provisional government for the liberated regions. Seated (second from left) is Attila Szigethy, a writer, formerly of the Small Farmers' Party, who called the conference. Standing in the background with hand raised is Geza Ankler, the President of the Gyoer District Students' Federation. It has been reported that Gyoer was captured by a large force of Soviet tanks several hours after the start of the new Russian attack on Budapest and the free radio station, which had broadcast since the beginning of the uprising, went off the air at approximately that time.

On right—

WHERE THE INSURGENTS SET UP THEIR HEADQUARTERS: A member of the "National Council" (seated) issues orders to Hungarian Army officers from the headquarters of the popular forces in Gyoer. The "National Council" was the provisional governing body set up by several insurgent groups in Western Hungary. For some time most of the country west of the Danube was under the effective control of the Council.

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HUNGARY MARCHES AGAINST ITS SOVIET OPPRESSORS: An unarmed crowd, including women and children, marches down one of the wide thoroughfares of Budapest at the beginning of the rising. At the head of the column flies the national flag of Hungary with the red star, emblem of Communism, torn out. It was against similar crowds that Soviet tanks opened fire, causing terrible casualties in the early hours of the rising before the insurgents, with the help of the Hungarian Army, organised the defence of the city and found the arms that enabled them to hold their own. The utter ruthlessness with which the Red Army and the Hungarian Secret Police set about reducing every sign of opposition in Budapest only served to emphasise the bravery of the students and soldiers who faced tanks often armed with nothing but rifles and grenades, and despite appalling losses, continued to fight until the Russians withdrew for re-deployment.

A RUSSIAN TANK IN ACTION IN BUDAPEST: One of the many Soviet Army tanks, which were rushed into the city at the start of the rising fires against insurgents from a position in the thoroughfare outside the Palace Hotel. Further up the road can be seen the squat shape of an armoured troop carrier. The temporary withdrawal of Soviet tanks was made suddenly overnight.

The First Battle for Budapest

Students and Soldiers Defend the City Against the Red Army

A FALLEN TIN GOD: The head from a Stalin statue, pulled down in Budapest, lies decorated with a traffic sign at a crossing.

THE DEFENDERS OF BUDAPEST: A commandeered lorry laden with armed insurgents passes a bread queue in the heart of the city as it heads for the scenes of fighting. The spearhead of the revolt lay in the units of the Hungarian Regular Army, particularly the Kossuth Academy, which is the officers' training school.

BUDAPEST ON THE MARCH: With Hungarian flags at their head, a large crowd of demonstrators march down the "Stalin" thoroughfare to the Kilian Barracks to honour their dead. The barracks were the scene of a fierce defence by the Hungarian Army against Soviet tanks.

A SCENE OF FIERCE FIGHTING: Two insurgents inspect the burnt and tangled wreckage of a Red Army truck abandoned in a Budapest street. The tall residential blocks in the background bear the unmistakable signs of a prolonged battle.

CIVILIANS AND TROOPS IN COMMON CAUSE: Armed youths and students, accompanied by Hungarian troops, march through Budapest. One of the reasons for the initial success of the rising was the support of the Hungarian Army, which armed the civilian insurgents.

TROOPS FOR MIDDLE EAST

Military Movements from Britain, Malta and Algeria

The scene at Southampton Docks was reminiscent of wartime when troops and equipment poured in to sail for the Mediterranean. There were all manner of military units and it was especially noticed that many of the vehicles moving along the quays were sand-coloured. At least four ships were anchored and ready for loading—the troopers *Empire Fowey* (19,121 tons), *Dilwara* (12,555 tons), and *Asturias* (22,445 tons) and the emigrant liner *New Australia* (20,256). *Empire Fowey* was reported to be sailing first, with the other three following soon afterwards. Preparations for sailing were also made in the requisitioned freighters which had been lying off the Isle of Wight since the start of the Suez crisis.

Immediately after the news of the invasion of Egypt by Israel there was intense military and naval activity in Malta. Into the doors in the bows of the lines of landing-craft were taken troops and vehicles. Infantry marched aboard carrying the full load of field service marching order. From the top of some of the packs mortars protruded. A number of amphibious vehicles were also embarked. The craft sailed away to unknown destinations with relatives and friends of those on board waving from the land. France, too, played her part in the troop movements. Among the first French units to move were paratroopers in the battleship *Jean Bart* from Algiers.

TROOPS EMBARK AT SOUTHAMPTON: With kitbags on their shoulders men of the Royal Pioneer Corps go aboard the 19,121-ton troopship *Empire Fowey*. She was expected to sail for the Mediterranean. Sand-coloured military vehicles were also being embarked from Southampton Docks.

LANDING-CRAFT LOAD AT MALTA: Vehicles wait on the quayside to be loaded into the lines of vessels, each of which has the doors open in the bows. Troops, amphibians and all kinds of military equipment and stores were taken on board. The craft's destination was unknown.

INFANTRY ON THE MOVE: Marshalled by a sergeant, the men follow an amphibious vehicle past the landing-craft along the jetty at Malta. Intense military activity started on the island after Israel invaded Egypt.

PREPARING TO SAIL FROM ALGIERS: Stores are carried up the companionway into the French battleship *Jean Bart* (35,000 tons) in the harbour of Algiers. Leaning on the rail are members of a French parachute battalion. Soon the battleship sailed for an undisclosed destination.

READY FOR AMPHIBIOUS WARFARE: In Field Service Marching Order, the infantrymen march to embark in landing-craft at Malta. In the background is an amphibious vehicle being prepared for loading into the craft.

EGYPT—DIFFERENT POINTS OF VIEW

Reactions of Various Nations to the Israeli-Egyptian War and the Anglo-French Intervention.

RIVALS IGNORE EACH OTHER: Mr. Omar Loufti (on right, with brief-case), the Egyptian Representative to the United Nations, leads his delegation past Mr. Mordecai Kidron, second from the left, Deputy Israeli Representative, without any sign of recognition, on leaving a session of the Security Council in New York. The Egyptians had just submitted a letter from their Foreign Minister to the Council.

MR. EISENHOWER CONFERS WITH MR. DULLES: They are discussing the Middle East crisis in the White House at Washington. Later President Eisenhower spoke on television and radio. He said that the "armed attack" by Britain and France against Egypt had been launched "in error."

MEMBERS OF THE DELEGATION OF ISRAEL TO THE UNITED NATIONS: From the left are Mr. Arthur Liveran, Counsellor to the delegation; Mr. Mordecai Kidron, Deputy Representative to U.N.; Mr. Joseph Tekoah, of the Israeli Foreign Office; and Mr. Arieh Eilan, First Secretary to the Delegation. They are talking over their policy of opposition to the United States cease-fire resolution in the General Assembly.

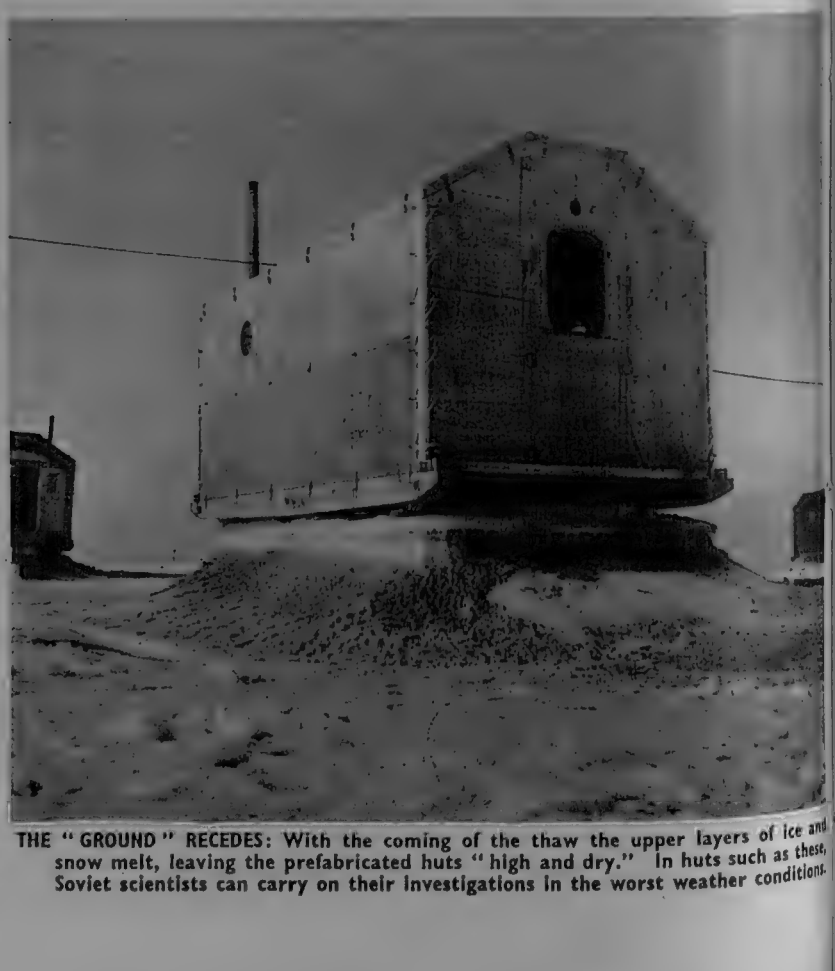
DELEGATES OF THE ARAB STATES IN NEW YORK: From left to right are Mr. Omar Loufti, Egyptian Representative to the United Nations; Mr. Thabat Khalidi (Jordan); Mr. Edward Rizk (Lebanon) and Mr. Monem Rifa (Jordan). The Egyptian delegation and those of the other members of the Arab League all supported the large majority which voted in the United Nations Assembly for an immediate cease-fire in the Middle East.

AMERICA AND RUSSIA JOIN TO VOTE AGAINST BRITAIN: Mr. Henry Cabot Lodge (on right), the United States Delegate, raises his hand at the Security Council in favour of his resolution calling on all nations to refrain from the use of force or threat in Egypt. Mr. Sobolev (left), the Soviet Delegate, indicates his support of America. Sitting between them with folded arms is Sir Pierson Dixon, of the United Kingdom. He and the French Representative vetoed the resolution. It was the first time Britain had exercised her right of veto in the Council. *On left*—Mr. Abba Eban (standing in foreground), the Israeli Representative to the United Nations, prepares to take his seat at a session of the Security Council. Both he and the Egyptian Representative were allowed to sit at the table during the meetings which discussed the Israeli invasion of Egypt and the Anglo-French intervention. When later the United Nations General Assembly met, the Egyptian delegate opened the debate on the cease-fire resolution sponsored by America. It was adopted by 64 votes to 5.

SOVIET SCIENTISTS ADRIFT

"North Pole Station Six" is the Latest Russian Scientific Research Station to be Set up on A Drifting Ice-Floe in the Arctic

A HELICOPTER OVER "NORTH POLE STATION SIX": This machine, a Mil, is used at the station for reconnaissance work and mapping. Below are a dome-shaped hut designed to withstand Arctic weather conditions, and a tractor for hauling stores.



THE "GROUND" RECEDES: With the coming of the thaw the upper layers of ice and snow melt, leaving the prefabricated huts "high and dry." In huts such as these, Soviet scientists can carry on their investigations in the worst weather conditions.

AN "AVENUE" ON AN ICE-FLOE: The Russians have established their sixth scientific station in the Arctic to be set up on a drifting village ice-floe. "North Pole Station Six" consists of a lonely village of small huts in a wilderness of ice 8 miles by 5½. The "main street" has been nicknamed "Drifting Avenue." The whole floating island has moved over 300 miles in six months. Various types of prefabricated hut house scientific equipment and the technicians and scientists who operate it. The masts on the right belong to the radio transmitter which sends to Russia the results of researches into ocean currents, the movements of ice formations, and weather conditions.

Soviet scientists in the Arctic have set up yet another of their observation stations to be established on a drifting ice-floe. Called "North Pole Station Six," it was built on a floe measuring 8 miles by 5½. Since then, it has already travelled over 300 miles, though not in a straight line. Huts and buildings to accommodate scientific staff and their apparatus have been erected around one "main street," which the explorers have christened "Drifting Avenue." Research work is carried on in appalling climatic conditions, and includes detailed observation of ocean currents and the drift of ice formations. Meteorological, atmospheric and oceanographic phenomena are investigated and recorded. The team's findings are relayed to the Russian mainland by a radio transmitting station. Air reconnaissance and mapping are carried out by helicopters and long-range planes taking off from the floes. Supplies and relief personnel are also brought in by air. The station is equipped with a tractor and motorised sledges. The explorers receive a great deal of publicity at home, where their adventures are followed closely, and their isolation is offset by visits from theatrical troupes.

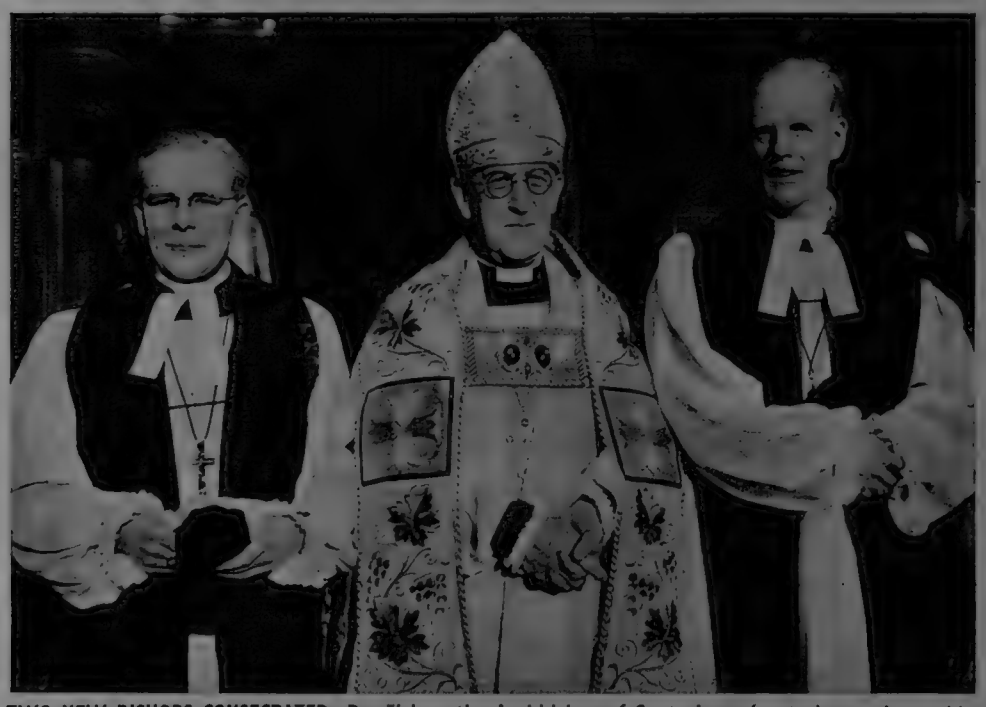
By using the floes, Russia is obtaining detailed information on Arctic conditions. In 1950, she claimed that all the sea and ice between Russia and the North Pole was her own domain. Since the war she has been engaged in intense exploration of this area, for the Arctic offers the shortest route between Russia and North America. Six Russian floating stations have been established in the Arctic at various times. Earlier ones have been disbanded and abandoned as their usefulness ended or as they began to break up. Some floes travel more quickly than others. North Pole Station Four was originally situated to the north of Eastern Siberia, between Wrangel Island and the North Pole, at about one-quarter of the distance to the Pole. The floe subsequently travelled at the rate of four miles a day for at least 1,500 miles. The Americans also use ice-floes as floating observation posts. The floes on their side of the Arctic are better suited to this work, for they are larger and more durable. They can be used for longer periods, as they do not break up so readily. If a station has to abandon its floe at short notice, much detailed research is wasted, for this is often only of value when carried out over extended, uninterrupted periods.

LIFE IN A LONELY WASTE: The Russian flag on its tower floats above Station Six. In the centre is the radio transmitting station. Six scientific stations on ice-floes have been established by the Russians in the past few years, part of a programme of intensive exploration on their side of the Arctic. The Americans are similarly engaged.

A HOME SURVEY

H.M.S. "Conway" is Burnt Out; Two Bishops are Consecrated; and Mr. Macmillan Launches the Premium Bonds

THE END OF H.M.S. "CONWAY": Smoke and steam still rise from the gutted hulk of the old wooden walled training vessel after a fierce fire had swept the ship as it lay on a mud bank in the Menai Strait, Caernarvonshire. H.M.S. *Conway*, which went aground in this spot in 1953, was in the process of being broken up by a salvage firm. The outbreak started while workmen were using an oxy-acetylene torch. Parts of the wooden superstructure rapidly caught fire and the upper fore part of the vessel was soon ablaze. Fire brigades from Bangor and the Menai Suspension Bridge put out the initial fire, but it broke out again and all four decks were burnt away. Many pieces of burning timber fell 40 ft. into the sea below.



TWO NEW BISHOPS CONSECRATED: Dr. Fisher, the Archbishop of Canterbury (centre), stands outside Southwark Cathedral with the newly-consecrated Bishop of Maidstone, the Rt. Rev. S. W. Betts (left), and the Bishop of Malmesbury, the Rt. Rev. E. J. K. Roberts. Before his consecration the Bishop of Maidstone was Vicar of Holy Trinity, Cambridge, and the Bishop of Malmesbury was Archdeacon of Portsmouth. The Bishopric of Maidstone has been in abeyance for ten years.

THE CHANCELLOR LAUNCHES THE PREMIUM BONDS: Mr. Harold Macmillan opens the first centre for the sale of the new Premium Bonds in Trafalgar Square. Beside him in robes of office is the Mayor of Westminster, Councillor Patrick Stirling. The bonds cost £1 and can win monthly prizes of up to £1,000 after they have been held for a period of six months.

BRITISH BATS

A Survey of Some of the Least Known of our Wild Animals by

MICHAEL BLACKMORE

For the First Time all Twelve Different Types of British Bat Have been Photographed by

ERIC HOSKING

A WHISKERED BAT IN FLIGHT: The high-speed camera has caught the bat as it banks sharply before turning away. Among the most common species in this country, this bat usually hunts in the shelter of trees and probably picks some of its insect prey off the leaves and twigs. In company with the pipistrelle, the whiskered bat is one of the smallest of British types, having a wing-span of 8 ins. The ears are more slender and longer than those of the former species.

BATS are among the least known of our wild animals, and their habits and distribution have received comparatively little attention from naturalists. This is hardly surprising since they are extremely difficult to watch in a wild state. By day they hide in hollow trees, cellars and caves, or under the roofs of buildings. Emerging at dusk, they fly when visibility is poor so that the observer often gets little more than a brief glimpse of a small, dark shape flickering among the deepening shadows of night. For many people they remain creatures of mystery, whose strange mouselike faces and skinny wings inspire feelings of disgust and even horror.

The ancient belief still persists that bats must be half-birds and half-mice. In fact, they are mammals—the only ones that can fly in the true sense of the word. They belong to the order of *Chiroptera*, a Greek composite word meaning "hand wings." Their wings, in fact, are really huge hands that have become adapted or modified for flight. The first digit or thumb, with its hooked claw, is relatively short, but the other fingers, especially the third one, are greatly lengthened and covered with a supple membrane of skin which extends to the ankles and thence to the tail. Both feet and thumbs are free of the membrane so that the animal can make full use of them for crawling and climbing. The thumbs are often employed as grappling-hooks when the bat wants to climb up a vertical surface.

Modern techniques of photography have enabled us to study the flight of bats in detail and the fine series of high-speed flash pictures taken by Eric Hosking show that the wings are thrown well forward on the down-stroke. The up-stroke brings them high above the body in a backward direction, the general pattern of their movement roughly resembling the figure 8. Some species have a habit of hovering, during which the body is held almost vertically. In level flight its axis is more or less parallel to the ground, but bats fly so erratically, with so many twists and turns, that this position is never maintained for more than a few seconds. Strictly speaking, the term "level flight" is not quite accurate where bats are concerned because they follow an undulating course. There is a slight lift when the wings are brought downwards and a corresponding loss of height during the up-stroke.

To those who know little about bats it may come as a surprise to learn that there are no fewer than twelve native species in Great Britain. Several are reputed to be rare, but this is probably true of only three, or at most four, kinds. The majority are likely to be found, at least locally, throughout the greater part of England and Wales, especially in well-wooded areas where there are ponds or streams.

British bats feed entirely on insects and are thus beneficial, but their specific food preferences are as yet imperfectly understood. Broadly speaking, however, the bigger ones feed on dor-beetles, cockchafers and a great variety of moths, including the swift-flying hawk-moths, whose fat bodies provide an attractive form of prey. The smaller bats mainly eat gnats, cranefflies and such beetles and moths as they are able to tackle.

The method of capturing and dealing with the prey varies among different species. For example, the pipistrelle, which is our commonest and smallest bat and has an 8-in. wing-span, usually catches and eats its food on the wing. It can be seen hunting along roads and lanes and also around houses. It likes to patrol a regular beat and snaps up enormous

(Continued on following page)

ONE OF OUR LARGEST SPECIES: The serotine bat is found in most of our southern counties and in East Anglia. Its main food consists of moths and beetles, and it is second only to the noctule in size.

THE LESSER HORSESHOE BAT: When asleep this bat resembles the chrysalis of some large exotic butterfly. The wings are wrapped closely round the body. It is similar in appearance to the greater horseshoe, but smaller.

TWO SPECIES IN FLIGHT: *Above*—The ears of the almost black barbastelle bat are joined together at their inner bases and give the species a rather top-heavy appearance when in flight. *On right*—A Natterer's bat is caught by the camera with its wings just about to begin the downward stroke. The wings themselves are held high above the body before being thrown well forward. The species, which is fairly common in these islands, can be easily recognised by a fringe of stiff hairs on the extreme outer border of the membrane on either side of the tail.

A HIGH-SPEED TURN-AWAY FROM THE CAMERA: A long-eared bat banks steeply into a sharp turn as it sheers away from the flash of the camera. The enormous ears joined together at the inner bases, like those of the barbastelle, are almost as long as the creature's body. It hovers among branches to seize resting and sleeping moths.

DAUBENTON'S BAT: Sometimes called the water bat, this species is most frequently to be seen hunting low over ponds in search of caddis flies. Like Natterer's bat, it is fairly common in England, Wales and Ireland.

A NOCTULE BAT AT REST: This is the largest of the British species and is sometimes known to have a wing-span of over 15 ins. It flies high in search of its insect prey.

BRITISH BATS

(*Continued from previous page*)

numbers of gnats and other flies. The whiskered bat, also a common animal and about the same size as the pipistrelle, but with longer and more slender ears, prefers to hunt in the shelter of trees. It probably picks some of its prey off leaves and twigs.

The long-eared bat, whose enormous ears are nearly as long as its body, is certainly adroit at taking insects from foliage. Hovering among the branches like a humming-bird, it seizes resting moths and often settles on a branch to dismember them. In contrast, the noctule flies high and disposes of its prey without settling. This narrow-winged bat is our largest species and sometimes has a span of more than 15 ins. Common throughout England and Wales, it emerges rather early and may be seen diving steeply at a height of 80 ft. while it chases large beetles.

An almost equally large bat is the serotine, whose broad wings give its flight a somewhat laboured appearance. This species is apparently confined to the southern half of England. Like the noctule, it feeds on beetles but seems to be equally fond of large moths, in pursuit of which it often circles round the topmost branches of trees.

Only one other species rivals the noctule and serotine in size. This is the greater horseshoe, a heavily-built creature which flaps low among bushes and trees. It has also been known to settle on the ground in order to capture a resting beetle. Its extraordinary "nose-leaf," a facial skin formation resembling a horse's shoe in shape, makes this bat easy to identify at close quarters. The lesser horseshoe is similar in appearance but is a much smaller creature with a wing-span of little more than 8 ins.

Natterer's and Daubenton's bats are both fairly common in England, Wales and Ireland. They have pale undersides and narrow ears. Natterer's can be recognised by a fringe of stiff hairs on the extreme outer border of the membrane on either side of the tail, and Daubenton's has an extremely large foot which measures more than half the length of the lower leg. Daubenton's is sometimes called the water bat owing to its habit of hunting just above the surface of ponds and streams in search of the aquatic insects that form its diet.

Bechstein's bat is undoubtedly the rarest of our native species. Until 1953 it was known to occur only in a few Southern Counties, but in that year a specimen was found in Shropshire and others have been recorded since in Gloucestershire and Somerset. The New Forest seems to be its main habitat, but even there its reported occurrences have been very infrequent. The species can be identified by the large ears which, when laid forward, reach beyond the tip of the muzzle for about half their length. To prevent confusion between this type and the widely distributed long-eared bat it should be remembered that

THE MOST COMMON OF ENGLISH BATS: A pipistrelle bat, with its tail curved below the body, flies straight towards the camera. This species is the one most frequently seen hunting in the dusk along roads and lanes and around the eaves of houses. One of its more notable characteristics is that it prefers to hunt along a regularly defined beat, where it snaps up enormous quantities of gnats and flies and digests them while still in flight.

A PAIR OF LEISLER'S BATS: The female (right) is slightly larger than her mate. Although common in Ireland, the species, which is similar to the noctule though smaller, is rare in this country except in parts of Yorkshire and the Midlands.

THE GREATER HORSESHOE BAT: The peculiar "nose-leaf" of this type of bat, resembling a horse's shoe in shape, can be seen in this specimen hanging at rest.

the latter's ears are joined at their inner bases. The ears of Bechstein's bat are noticeably separate and grow out from the side of the head.

Another species whose ears are joined together is the barbastelle. It is rather local in England but has a wide range and its black fur with paler tips makes it easily recognisable in the hand. The flight of this somewhat grotesque little creature is sluggish and heavy. Even when disturbed, the barbastelle often seems reluctant to fly.

Finally, there is Leisler's bat, apparently rather rare in England though common enough in Ireland. It is rather like a small noctule with the same broad ears and narrow wings, whose span measures between 11 and 12 ins. It has been recorded several times in Yorkshire and in the Midlands, and has recently been reported from a few Southern Counties as well.

In spite of the fact that British bats have been neglected in the past, they still offer a fascinating subject for study and provide a fruitful field for research.

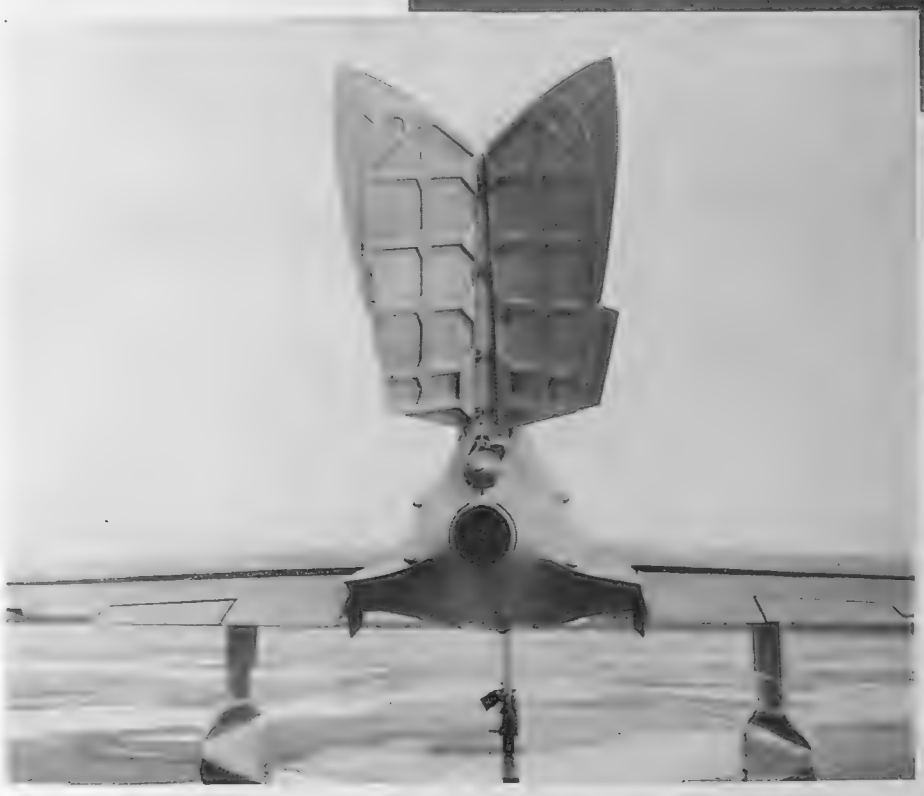
THE RAREST OF BRITISH SPECIES: Bechstein's bat was known to occur in only a few Southern Counties until 1953, when a specimen was found in Shropshire. Since then other specimens have been seen in Gloucestershire and Somerset. The species can be identified by the long ears, which when laid forward reach well beyond the muzzle.

AIR NEWS FROM TWO CONTINENTS

The Latest Aeronautical Events in Europe and America

On right—
FRANCE'S FIRST EXPERIMENTAL DELTA-WING JET: The Payen Experimental Delta has been specially designed and built by a small French company to serve as a training aircraft for pilots about to graduate to jet aircraft. With a top speed of 310 miles per hour the aircraft has a unique tail-plane which opens vertically outwards and dispenses with the normal three-piece unit. This can cut the landing speed from about 90 miles per hour with the tail closed to about 68 miles per hour with it open. One of the other noticeable characteristics of the Payen Experimental Delta is that it incorporates a fixed undercarriage.

Below—
THE UNIQUE TAILPLANE OF THE PAYEN DELTA: The two flaps of the tail fin are seen apart in this picture. A control mechanism in the cockpit enables them to be opened vertically.



THE NEW GRUMMAN F11F-1F TIGER JET: A prototype of a new version of the supersonic Grumman F11F-1 Tiger banks sharply in the sky over Edwards Air Force Base, California, during a high-speed test run. The earlier version is already in service with the United States Navy. Equipped with a General Electric J-79 jet engine and after-burner, the new fighter is considerably faster.

THE HANGAR WAS TOO SMALL: The tailplane of this B-26 of the United States Air Force would not fit into its hangar at a military airport near Munich, in Germany. The only feasible solution was to cut a hole in the doors to allow the tailplane to protrude through while the rest of the plane remained inside, to allow necessary maintenance to be carried out.

THE A.A. INSTALLS AERIAL SIGNPOSTS: Two A.A. patrolmen stand by one of the Association's country telephone boxes with its number marked out on the ground. As an aid to aerial navigation for members who engage in private flying, the Automobile Association is to mark out the numbers of all its roadside telephone boxes in 5-ft.-high figures. "Key" leaflets will be prepared to show the location and number of each box so that it can be identified from the air.

REPAIRING LONDON'S BUSES

London Transport's New Overhaul Works at Aldenham, Hertfordshire, are Officially Opened

LONDON TRANSPORT'S NEW BUS OVERHAUL WORKS: A London bus is tilted at an angle of 33 degs., with only its top deck loaded, during safety tests at the new works at Aldenham, Hertfordshire, which were officially opened last week by Mr. Hugh Molson, M.P., Parliamentary Secretary to the Minister of Transport.

London Transport's new bus overhaul works at Aldenham, in Hertfordshire, which were opened last week, will ease the considerable strain which has been borne by the other repair plant at Chiswick since the large expansion of London's bus fleet since the war. Even in pre-war days Chiswick was severely over-taxed with a fleet of 6,000 vehicles to maintain, but the post-war fleet, including the vehicles which replaced the trams, now totals over 7,500, and this figure will rise to well over 9,000 after the conversion of the trolley buses to Diesel. With the opening of the new works the overhaul tasks have been split into two. Engines, gear-boxes and other mechanical units will continue to be handled by the Chiswick plant, but the bodies and chassis will be switched to Aldenham. Some 54 acres are covered by the site of the new overhaul works. At the moment they are handling 120 buses simultaneously with an output of 45 completely overhauled buses every week. It is hoped that this figure will later be pushed up to a maximum level of 56 buses. The new methods used in the plant, which include many of those common to mass production, have been made possible by the design of the present London standard RT-type bus, which is built up of interchangeable precision-made parts. Any body, chassis or other unit can be taken out and replaced at once by a similar standard item.

AT WORK IN THE MAINTENANCE SECTION: An overhead crane lifts the body of a bus over the long file of parked vehicles to the end of the repair shop. Bus and other vehicle overhaul, once worked on a single vehicle basis, has been converted at Aldenham into a planned mass-production process.

REASSEMBLING A CHASSIS: Mechanics reassemble a stripped-down bus chassis after it has been overhauled. Only chassis and bodies are being repaired at the newly opened plant at Aldenham.

CLEANING UNDERNEATH A BUS: A jet of hot water is played on the underside of this bus to clean away the engrimed dirt of countless London streets. The bus lies in the vice grip of the "invertor," a specially designed machine which lays buses on their sides to allow inspection and overhaul underneath.

"VANGUARD" PUTS TO SEA: A guard of honour of the Royal Artillery form up beside an ancient cannon on the ramparts of the Royal Citadel at Plymouth as the battleship *Vanguard* steams into Plymouth Sound from her berth among the Reserve Fleet at Devonport. *Vanguard*, 44,500 tons, was on her way to Portsmouth to become the flagship of the Flag Officer Commanding Reserve Fleet, Vice-Admiral Sir Peter G. L. Cazalet. Vice-Admiral Cazalet has now been succeeded by Vice-Admiral R. G. Onslow.

NEW SHIPS AND OLD

Warships in British Waters; A Modern Trawler Sails; Two Antarctic Ships Prepare

On left—

BRITAIN'S FIRST GUIDED MISSILE SHIP SAILS: H.M.S. *Girdle Ness* leaves Portsmouth on her trials. This 8,580-ton experimental guided missile ship has a distinctive superstructure, crowded with the most advanced technical apparatus. She was originally a landing-craft maintenance ship, and retains her old hull and engines. There is accommodation on board for civilian and naval scientists. Test missiles have already been successfully fired from her. The design of guided missile ships to be ordered for the Royal Navy will depend on these experiments. Results of the trials are analysed at the Royal Aeronautical Establishment.

A VETERAN OF THE BATTLE OF THE ATLANTIC: H.M.S. *Leeds Castle* lies berthed at Battlebridge Tier, in the Pool of London, during a recent visit. This frigate had been in service since 1944, when she acted as a convoy escort against U-Boats in the Atlantic. She went into reserve last week, after being used for training anti-submarine personnel.

CANADIAN WARSHIPS VISIT SOUTHAMPTON: Three destroyers of the Royal Canadian Navy lay moored side by side in dock at Southampton during a goodwill visit last week. They are *Iroquois*, *Micmac* and *Huron*, all ships of the 1st Escort Squadron, R.C.N. They are of the improved *Tribal* class of 1,927 tons, refitted and modernised in 1954.

AN ANTARCTIC SHIP ON HER SEA TRIALS: The *Magga Dan* sails in Danish waters during her trials. Launched at Aalborg, Denmark, during the summer, the new ice-breaker is to carry the advance party led by Dr. Vivian Fuchs to the British Trans-Antarctic Expedition's base camp at Vahsel Bay. When this task is completed, she will take a second party of British scientists to the Southern Continent to make weather observations during the Antarctic winter. Chartered by the British Government, *Magga Dan* was due to be delivered in London on November 4, and will be inspected by the Queen before leaving for the Antarctic on the 15th. At the same time, Her Majesty will take leave of the scientists and technicians on board. *On left*—This picture emphasises the small size of the *Magga Dan*. Her tonnage is 1850. She is a sister-ship of the *Kista Dan*, already well known for her work in Antarctic waters.

THE LATEST DESIGN IN FISHING VESSELS: The Diesel-electric trawler *Portia* is dwarfed by the cranes in Middlesbrough, although she is nearly 100 tons bigger than the largest trawlers now operating. She has been undergoing acceptance trials before delivery. The 883-ton *Portia* has engines of 1,500 h.p., giving a speed of 15 knots, which makes her the fastest, as well as the biggest, British trawler. She has an overall length of 210 ft. and a beam of 34 ft. 6 ins. Of all-welded construction, she cost over £250,000. Her master is Mr. Arthur Ashcroft, a skipper of great skill and experience, and she will fish in the stormiest Arctic waters. The emphasis in *Portia's* design has been on safety and ease of control. The engines can be operated by buttons from the bridge. Seaworthiness and safety have been improved by increasing her freeboard by 33 per cent. and her beam by 10 per cent. over normal design. Stability and buoyancy are therefore much improved, and icing-up from wet decks minimised. Water cannot get below decks, for there is no access from the main deck to the crew's quarters. Electronic devices are carried for finding her position, for sailing "blind" and for discovering shoals of fish.

A JAPANESE EXPEDITION PREPARES FOR THE ANTARCTIC: A helicopter is hoisted on board the Japanese Antarctic ship *Umitaka Maru* ("Sea-hawk") at Takashima. The helicopter is called a "Penguin." *Umitaka Maru* sailed last month with a party of scientists for the Japanese base to be set up in Queen Maud Land. She was to be followed on November 8 by the main body of the expedition on board the *Soya Maru*.

THE VYNE FOR THE NATION

A Sixteenth-Century Hampshire House Passes into the Keeping of the National Trust

A NEW GIFT TO THE NATIONAL TRUST: Looking across the drive to the east front and main entrance of The Vyne, the Hampshire house, near Basingstoke, which has been given to the nation under the will of the late Sir Charles Chute, Bt. Included in the gift are the surrounding estate of about 1,124 acres, and an endowment.

The Vyne, the Hampshire house of the Chute family, built in diapered red brick, and dating from the early years of the sixteenth century, is of great architectural and historic interest. Both the chapel and the Long Gallery (which is panelled throughout in elaborate linenfold) are outstanding examples of the architecture of the period. Built by Lord Sandys in the reign of Henry VIII, the house was bought after the Civil War by Chaloner Chute, a member of the Middle Temple, who became Speaker of the House of Commons for a short time before his death in 1659. The house underwent major changes shortly before the Restoration when it was considerably reduced in size. At that time it was probably John Webb, son-in-law of Inigo Jones, who rearranged the fenestration, introduced a number of splendid fireplaces, and built the Corinthian portico in the north front, which is possibly the earliest known Classic portico on an English house. About the middle of the eighteenth century there were further alterations to the house when John Chute, a great-grandson of Chaloner Chute, and the last of the male line, designed the hall and staircase, with their carved enrichments.

THE ELABORATE ENTRANCE HALL AND STAIRCASE: This part of The Vyne dates from about the middle of the eighteenth century, when the hall and staircase were designed by John Chute, Horace Walpole's friend. John Chute, who died in 1776, was the great-grandson of Chaloner Chute, who bought the house from William, 6th Lord Sandys of The Vyne, in 1653.

On right—

THE LIBRARY: The fireplace in this room, with half columns of palm trunks and palm branches on the entablature, is a typical design by John Webb, son-in-law of Inigo Jones.

THE FIREPLACE IN THE DINING-ROOM: It is not generally considered to have been designed by Webb. Possibly it was the work of Marshall, the stone-carver.

THE WEST FRONT OF THE VYNE: The sixteenth-century chapel, which Walpole described as "the most heavenly chapel in the world," is on the extreme left of the house. The late Sir Charles Chute wished that the house should if possible be occupied by tenants who would value and make regular use of the chapel. The National Trust is trying to comply with this wish but intends also to open the principal rooms and the gardens on specified days during the summer months.

THE WATERFRONT OF HONG KONG : In the foreground is one of the ferries which plies between the island and Kowloon on the mainland. Along the waterfront are many fine modern business buildings and on the slopes behind are numerous villas. Because of its geographical position on the borders of Red China, the Crown Colony is becoming increasingly crowded with refugees from the Communist Republic. Their presence has created additional problems for the authorities of Hong Kong.

A REFUGEE STREET TRADER : The mother sitting on the pavement with her children in Hong Kong displays wares for sale in the gutter. Like many of the thousands of refugees streaming over from Red China, she probably arrived with little beyond the clothes she was wearing. The authorities are carrying out a programme for housing and employing refugees, which is part of their general policy for raising Hong Kong's living standards.

HONG KONG'S REFUGEE PROBLEM

Thousands Seeking Refuge from Red China are being Resettled in the Crown Colony

Hong Kong is sometimes called the "side door out of Communist China." It is a small British possession surrounded, except for the five square miles of Portuguese Macao, by the vast land mass of the Red Republic. Because of its geographical position it is obviously the first refuge for those who would escape from Mao's regime. Many thousands have availed themselves of the proximity of the Crown Colony and in recent years their presence has added to the problems of the Government of Hong Kong.

One can perhaps best grasp the nature of these problems by looking at the population figures. The last census, in 1931, showed a population of 849,751. At the end of the war, in August 1945, the inhabitants had been reduced to about 600,000. But Hong Kong proceeded to make a remarkable recovery.

Within eighteen months at least 1,000,000 more had arrived and the population was still rising. At the end of 1947 it was estimated that there were some 1,800,000 people in the Colony, and there was a resultant acute shortage of water and housing.

Then the effect of the Chinese political situation began to be felt. With the disappearance of the Nationalist Government from Peking, an influx of refugees started. By April 1950 Hong Kong numbered about 2,360,000 people. After the establishment of the Central People's Government conditions appeared to be more stable in China and a considerable proportion of the refugees returned home. However, their exodus has been balanced in the last six years by the arrival of more Chinese refugees in Hong Kong. The result has been the continuance of acute shortages.

These refugees are by no means the only reason for the rapid increase in the population. Indeed, the Official Report states that the principal factor in swelling the number of the inhabitants is the already high and evidently still rising birth-rate. After the war numerous young men and women came to the Colony in search of employment and security. Most of them have been absorbed into the economic life and, having settled down, are marrying and raising families. During 1955 registered births exceeded registered deaths by 71,431. The natural rate of increase is put at about 3 per cent. per

(*Continued on following page*)

A MARKET IN THE CHINESE DISTRICT OF HONG KONG: On both sides of the narrow street the shops and stalls, many of which sell the same goods, usually display their names in English and Chinese. About 99 per cent. of the Colony's population is made up of Chinese.

HOMES FOR REFUGEES: The Tai Hang Tung Resettlement Estate, which was completed last year, houses 24,000 people. It was built as part of the Hong Kong Government's large programme for providing homes for refugees and squatters.

JOBS FOR REFUGEES: *Left*—A small girl sells newspapers at a street corner. *Right*—This girl is one of many from Red China who work as boat women at Aberdeen, a village on the island coast which is noted for fish restaurants.

THE TRADITIONAL MEANS OF TRANSPORT: A line of rickshaws waits on a street. Many of the rickshaw boys are refugees from China. Although buses and taxis are plentiful in Hong Kong many people still prefer the rickshaw as the best means of getting through the traffic.

OLD AND NEW ON THE WATER: A junk sails along the channel between Hong Kong and Kowloon. In the background is modern shipping. The Colony has one of the world's finest natural harbours and an airport on the mainland.

HONG KONG'S REFUGEE PROBLEM

(*Continued from previous page*)

annum, but all figures have to be treated with caution as registration is probably not complete. The total population at the end of last year was estimated to be around 2,400,000. Of these, 99 per cent. are Chinese.

The picture emerges of a community which must find more living room. But, of course, it cannot expand territorially. The Colony consists of three parts. The island of Hong Kong, at the entrance to the Canton River, is about 11 miles wide and from 2 to 5 miles long. It is separated by a narrow strait from the mainland on which lie the British areas of Kowloon and the so-called New Territories. Within these narrow limits the entire increasing population has to be accommodated, whether they be established inhabitants or refugees.

The greatest problem is housing. The Official Hong Kong Annual Report for 1955 declares that it is "the most important challenge which the community has to face in the social and economic field." In addition to the refugee problem, there is dense overcrowding throughout the tenements which form a large part of Victoria, on the island, and Kowloon. The population is rising by purely natural increase at the rate of 1,360 a week.

The Government two years ago created a special Housing Authority, charged with the duty of providing accommodation for people living in overcrowded and unsatisfactory conditions. Much has already been done. Vast dwelling blocks such as the Tai Hang Tung Resettlement Estate, which houses 24,000 people, have been erected. Small villages have been built in which Government and missionary organisations foster "cottage" industries. The authorities are vigorously pursuing their programme. But there is still a host of families "on the waiting list" living in shanties and makeshift shelters.

After housing comes the question of employment. Hong Kong has heavy industries, such as shipbuilding and repairing—some 8,000 workers are employed in the yards—and there is an abundance of light industries—textiles, footwear, metal products, paint and plastics. Agriculture, fishery and forestry absorb their quota, and in all forms of employment the policy is to take in refugees as well as inhabitants of longer standing.

Anyone walking through Hong Kong to-day will see the refugees taking their part in the Colony's trade. Here a woman sits on the pavement displaying a variety of household goods, there a child sells newspapers. In the narrow, crammed streets refugees have opened shops. At a corner where there is a line of rickshaws, some of the boys will almost certainly have come from Red China. If one lies on the sands of Repulse Bay, one will see many children playing on the water's edge. Some of their nurses have arrived recently from the Red Republic.

Every effort is made by the authorities to integrate the refugees into the community, and perhaps one of the best proofs of their care for all the inhabitants in Hong Kong is found in the Public Health figures for infectious diseases. Malaria has shown a marked drop, due to measures taken

A BUSY SCENE: Streets such as this, with steps going up them, are common in the Chinese district of the Colony. Hundreds of shops and stalls jostle each other at the sides, but most of the traders seem to make a living, even though the arrival of the refugees, who set up for themselves, has added to the intense competition.

ON THE BATHING BEACH OF HONG KONG: A child makes for the sea at Repulse Bay under the watchful eyes of her refugee nurse from Communist China.

by the authorities, and so have many other communicable diseases. The notable exception is tuberculosis, but Hong Kong is by no means alone in this respect. Even so, the case fatality for the Colony dropped from 23 per cent. in 1954 to 19.9 per cent. in 1955.

It is said that no one from China is refused admittance to Hong Kong. But the continual stream of arrivals does not decrease the political difficulties which often face the authorities. Hong Kong is full of Chinese Nationalists and Chinese Communist sympathisers. The refugees add to their numbers. Last month severe rioting broke out at Kowloon and at least seven people were killed and nearly 400 injured. Over and above their immediate responsibility to the local inhabitants, the Hong Kong authorities have always to remember their relation to the rest of the world. The Colony has a magnificent natural harbour and is a very important international airways centre. The present story of Hong Kong reflects no small credit on those in charge, who are resolutely tackling the many peculiar problems facing this British Colony on the edge of Red China.

FISHING BOATS WHICH ARE ALSO HOMES: Sampans are crowded against the waterfront in Hong Kong. The owners of many of them not only use them for earning their livelihood by fishing; they have also turned them into their homes because of the Colony's great shortage of living accommodation on the island or on the mainland.

WARDEN OF BEINN EIGHE

British Wild Life Flourishes in the Western Highlands Under Man's Protection

The Beinn Eighe property, acquired for the nation five years ago, is Britain's first National Nature Reserve. In this wild, mountainous tract of over 10,000 acres in the north-west of Scotland, birds, animals, trees and plants are cut off from the world of man, protected and preserved by him in their natural habitat. The warden of the Reserve, Mr. James Polson, patrols his territory ensuring that nothing disturbs its inhabitants. He guards against poachers, provides information on wild life for visiting scientists, takes daily weather observations, grows seedling pines, and maintains the balance of the animal population. The Reserve was formerly a part of the Great Kinlochewe Deer Forest, and lies at the south-eastern corner of Loch Maree, in Wester Ross. It is roughly in the form of a triangle. On the side bordering Loch Maree is Coille na Glas Leitire, a remnant of the old Caledonian pine forest. The principal mountain mass in the Reserve, Beinn Eighe itself, lies to the south-west. This forms a ridge four miles long, culminating in the 3,188-ft. knife-edge of Sgurr Ban. A large part of the ridge lies outside the Reserve. The two other main physical features are Ruadh-stac Beag and Meall a Chiubhais, both nearly 3,000 ft. high. Between Ruadh-stac Beag and Sgurr Ban is a very fine corrie which is a favourite spot for grazing deer. There are numerous hill lochs and mountain streams. The pine forests are being restored, but most of the Reserve is barren and rocky, some of the poorest land in the Highlands.

These conditions suit the fauna very well. They include species which are extremely rare denizens of Britain. Deer of different species and the fox also flourish in a completely natural environment. The pine martens help to control the red squirrel, and extension of the pine forest will favour them. Wild cats live on the sparsely-wooded slopes above Loch Maree, preying on rabbits at night. The golden eagle nests in or around the property, and hunts the hare. The flora of the Reserve is not very varied or exciting, although it includes some Alpines. The main value of the Reserve from this point of view is to note the changes that take place when an area previously devastated by fire and deforestation is rehabilitated.

GUARDIAN OF 10,000 SCOTTISH ACRES: Mr. James Polson and his dog patrol the Beinn Eighe Nature Reserve in Wester Ross. Mr. Polson is warden of the Reserve, and his work is to guard and preserve every form of natural life within it. In this wild, mountainous country, rare species of flora and fauna can flourish without interference by man. In the background rises the 3,000-ft. bulk of Meall a Chiubhais, a prominent feature of the Reserve.

THE WARDEN AT WORK: Mr. Polson follows the banks of a loch. The warden's duties include everything from policing his domain against marauding poachers, to growing seedling pines. Below—Mr. Polson examines an uprooted tree.

THE BEINN EIGHE NATURE RESERVE: Extending over an area of 10,450 acres, the Beinn Eighe Reserve is roughly triangular in shape and lies at the south-western corner of Loch Maree, in Wester Ross. It includes some of the harshest and most savage country in the Highlands. The main mountain masses are part of Beinn Eighe, rising to 3,188 ft. at Sgurr Ban; Ruadh-stac Beag, and Meall a Chiubhais. Both the latter are nearly 3,000 ft. high. The Reserve comprises the remains of the old Caledonian pine forest in Coille na Glas Leitire.

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ATTACK IN THE DESERT: Spread out in battle formation, an Israeli mechanised column moves through the north of the Sinai desert for last week's assault on the Gaza strip. Surrounded by hostile States, Israel has always had to keep its army in fighting condition.

BRITAIN'S BASE ON THE RED SEA: The harbour and installations at Aden, part of which can be seen in this photograph by Aerofilms, are of the greatest strategic importance to Britain, owing to their positions commanding the southern end of the Red Sea. The desolate hinterland of the Colony was the scene of incursions earlier this year by armed raiders who had the backing of Saudi Arabia.

THE ISRAELI PREMIER: Mr. Ben-Gurion has been Prime Minister of Israel since November 2, 1955.

A ONE-EYED COMMANDER-IN-CHIEF: General Moshe Dayan commands the Israeli forces in the desert.

On left—

THE OLD QUARTER OF JERUSALEM: Nearly all of the old quarter of the Holy City can be seen in this picture taken from the top of the Mount of Olives, where the Ascension is traditionally supposed to have taken place. Since its liberation from centuries of Muslim rule by General Allenby in 1917, the city has been the scene of bitter rivalry among Jews and Arabs, who today rule Jerusalem between them following the British evacuation of Palestine. Both races have religious bonds with the city, and their claims have become more pressing with the present high tension between Israel and Jordan. This photograph was taken by Aerofilms.

use pan-Arab sentiment as her instrument. She is the centre of the intellectual effort of Arab nationalism, with which her teachers, her books, her newspapers and writers and orators, are identified in the minds of Arabs of the lesser countries.

These junior members of the Arab League—for they are all far behind Egypt in population and development—are obliged to defer to Arab nationalism where Egypt is able to exploit it. They are young and insecure States—all, except the Yemen, products of the twentieth century. Iraq, Syria, the Lebanon, and Jordan were created as States by the partition of the Ottoman Empire and the eventual withdrawal of the mandatory Powers which took over.

Modern Saudi Arabia was built by the late Ibn Saud personally. In varying degrees the people of these countries tend to think of themselves first as Arabs and only second as nationals of the republic or kingdom in which they live. True, the Arabs have rarely been united for long; theirs has been a history of division and dissension ever since the companions and relatives of the Prophet slaughtered each other at the Battle of the Camel; but their sense of Arab nationality, which is now undergoing revival, goes back just as far.

Thus Egyptian influence and Arab nationalism, two forces at present largely identical with each other, cut across the frontiers of the Arab States and across the interests of their rulers. Britain has alliances with many of these rulers—with Jordan and Iraq, and, further east and south in Arabia proper, with the numerous sheikhs and petty princes of the Persian Gulf and the Aden Protectorates. Three of those princes, the rulers of Kuwait, Bahrain, and Qatar, have been made into important potentates by discoveries of oil under their land; the same may happen to others. They are not members of the Arab League, and their foreign relations and defence are entrusted to the British Government.

Remote and sheltered as they seem, the Arabian sheikhdoms are no more immune from the Arab nationalist ferment than are, say, Jordan and Iraq. Teachers and technicians from Egypt, Palestine or the Lebanon, or students returning from the Cairo universities, bring to the Persian Gulf new ideas, questioning the established patriarchal rule, and exposing the sleepy towns to new currents of political feeling. Colonel Nasser has paid much attention to some of the small States of the Persian Gulf, and with much success.

With each discovery of oil the flow of teachers and students will automatically tend to increase the flow of disturbing ideas from the Mediterranean. To educated young men and busy westernised merchants the pattern of sheikhly rule is archaic, inadequate, often ridiculous, sometimes oppressive—unable, in short, to compete with the appeal of pan-Arab republicanism.

Britain, by the network of treaty relationships on which her position in Arabia rests, is committed to the support of each individual regime as she finds it; and the sheikhly tradition contains no provisions for political progress. This is the region on which we shall depend for the next fifty or seventy-five years for much of our oil. The oil is there; but the politics are fragile.

THE OCEAN BED NORTH OF MADEIRA: The delicate flower-shaped object (centre) is probably some type of Hydroid or sea creature, while the streamers at the top are Coralline, a type of calcareous sea weed. The white specks on the rock appear to be sea anemones. The picture covers an actual area of 10 ft. by 15 ft.

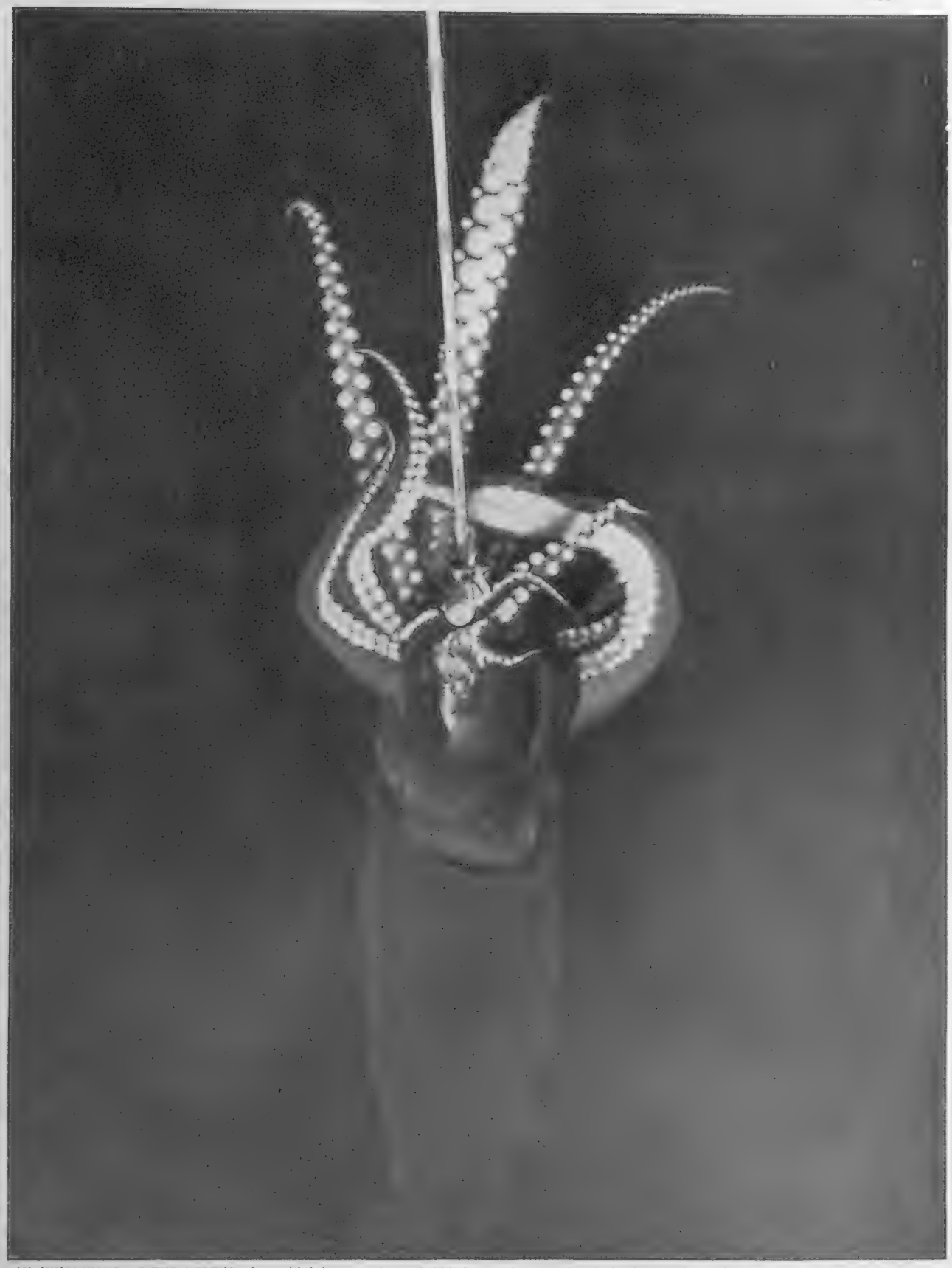
One of the tasks undertaken during the Geophysical cruise of the Eastern Atlantic and other waters, which was made last summer by the Royal research ship *Discovery II*, was a series of experiments with a new underwater camera. The camera, which was designed by Dr. A. S. Laughton and made at the National Institute of Oceanography, is constructed to operate at depths of up to three miles, where it is subjected to a pressure of 3 tons to the square inch. Operating in the pitch darkness of the ocean at that depth it dispenses with the use of a shutter. Instead, the picture is taken when an electronic flashlight is triggered by lowering on to the bottom. In all, the apparatus consists of three units weighing together some 90 lbs. At the bottom is the light consisting of an electronic flashlight, above it is the camera, and at the top is a " pinger " which sends acoustic signals to the surface when the camera has grounded.

RECOVERING THE CAMERA: Dr. J. C. Swallow (on left), Mr. J. C. Cleverly and Dr. A. S. Laughton hoist the deep-sea camera on to the deck of *Discovery II* after a test. The apparatus was designed by Dr. Laughton.

THE PEAKS OF THE OCEAN: This picture was taken near the top of a ridge on the mid-Atlantic sea-bed at a depth of 4,860 ft. In the picture, loose rocks and pebbles lying on the slope of the hill leading up to the ridge can be seen interspersed with patches of white calcareous ooze.

A CAMERA ON THE OCEAN BED

Successful Experiments have been Carried out from R.R.S. "Discovery II" in Testing a New Underwater Camera



AN INHABITANT OF THE DEPTHS: A squid lying at about 2,000 ft. grabs at the bait lowered to it on the end of a long rod (centre). As the bait is pulled down, an automatic mechanism triggers off the camera. Little is known of this species, which live in the middle layers of the ocean and vary in size from relatively small types to giants of 50 ft. or more. In the normal way squids are difficult to catch, for they lie deep.

FOOTPRINTS UNDER THE SEA: In this picture, taken west of Josephine Bank at a depth of 15,300 ft., can be seen a track of footprints (on left), possibly made by a sea-cucumber. The mounds, up to 1 ft. in diameter, are the results of burrowing by sea creatures.

A ROCKY SLOPE NEARLY 5,000 FT. BELOW THE SURFACE: A dark coating of manganese partially covers these rocks and boulders, lying on a slope near the peak of a hill. This is an area of recent earthquake activity, as can be seen from the lack of sediment.

The Sphere of Travel

THROUGH THE SWABIAN ALB

This Beautiful and Historic Part of Southern Germany is Easily Accessible but Well Off the Beaten Track

By GORDON COOPER

OCCASIONALLY in these pages I try to interest readers in parts of Europe which are still largely undiscovered by the holidaymaker. The Swabian Alb, which forms part of Würtemburg, in Southern Germany, is one of these, and a recent journey through its attractive countryside convinces me that I am safe in recommending it to the leisurely traveller who seeks to escape from the beaten tourist track. I doubt, indeed, whether any travel agent would be able to help you much in the matter of booking accommodation, but you can get some useful brochures from the German Tourist Information Office.

First, I will define the position of the Swabian Alb. For a distance of 125 miles, it runs like a gigantic backbone from the Black Forest through Würtemburg to the Bavarian frontier. Its southern border runs parallel to the upper reaches of the Danube, while on the northern side is the valley of the Neckar and the Swabian Wald. Its width is generally about 20 to 25 miles.

The Alb is easily accessible from all directions by modern means of communication. The Stuttgart-Ulm *Autobahn* traverses its lovely scenery and skirts the slopes of the Drackenstein in a series of wonderful viaducts. All the railway lines which cross this district at six main points reveal its character and beauty. Particularly impressive is the line from Stuttgart via the Geislinger ascent to Ulm and the cog-and-rack railway which in the vicinity of Reutlingen climbs up from the Honau to the mountain summit near the romantic little castle of Lichtenstein. Many coach services and good motor roads lead to the remotest valleys and small holiday resorts. Yet the Alb only reveals its most intimate beauties to the rambler who explores it on foot, for it is a mountain world of silence. Here the Swabian Alb Association, the most important of Germany's non-Alpine associations, by its network of well-kept and excellently signposted footpaths, has played a great part in revealing the loveliness of this countryside.

While the wide sweep of the distinctive landscape, with its many panoramic views, provides the general scenic background, the Alb is also traversed by many fertile valleys and partly clothed with fine beech forests. In these valleys are small towns and villages where the motorist and wayfarer can obtain good accommodation, often at surprisingly low cost. The resorts of Urach and Marbach are my first recommendation, for they lie in the heart of the district, and for those who are seeking even quieter spots there are Wiesensteig and Weissenstein. Then on the fringe of the district are Beuron (on the Danube), Honau, near Lichtenstein Castle, Hayingen and Blaubeuren. The motorist might also consider the larger centres of Tübingen, Hechingen and Ulm, which although just outside the Swabian Alb area are good bases from which to explore it by car.

Apart from its open-air appeal the Swabian Alb and its immediate environs offers other interests. It has played an important part in German history. There are many traces of ancient civilisations, especially those found in the caves, and they tell of the early history of the Stone, Bronze and Iron Ages. Much later the Alb emerges as the cradle of many dynasties such as the Hohenstaufens and Hohenzollerns. Most of their castles are now no more than picturesque ruins, but Lichtenstein Castle, Sigmaringen Castle and Hohenzollern Castle are in good condition and lived in. They are open to visitors, but I think their outside appearance is their most striking attraction. Incidentally, of interest to Britons is the ruined ancestral castle of the Dukes of Teck, for it is part of the history of our Royal Family. It stands on a dominating position in the northern region.

Of more artistic appeal are the famous monasteries like those at Zwiefalten, Blaubeuren and Beuron, whose artistic treasures are still fascinating. The minster at Zwiefalten is remarkably beautiful, and it is one of the noblest rococo churches in Germany; its frescoes and choirstalls are notable. The Abbey Church at Blaubeuren has an especially fine fifteenth-century high altar, while on the outskirts of the town is a wonderful blue pool, called the Blautopf. It is fed from underground sources and the water rushes from it in a torrent. The church at Beuron has handsome ceiling-paintings, and in one of the chapels there are excellent mosaics.

This corner of Germany will also interest geologists and palæontologists, owing to the enormous quantity of fossils found in the Jurassic strata of which it consists. Once the Swabian Alb was the bottom of a prehistoric ocean. Volcanic forces then broke up its level surface. Now basalt peaks rise out of the great plateau, giving a curious touch to the landscape. Inside these domes of basalt are many caves in which the action of constantly dripping water through countless years has created fairy-like stalactites. The most spectacular of these grottoes are the Karlshöhle and the Bärenhöhle, near Erpfingen, and the Nebelhöhle near Lichtenstein Castle. The Bärenhöhle takes its name (Bär, the bear) from the remains of a prehistoric bear found inside the cavern.

A CASTLE IN THE SWABIAN ALB: Lichtenstein Castle is one of many attractive fortresses perched on hilltops in this little-known part of Southern Germany. The present castle was built in 1841, on the site of an earlier structure

TÜBINGEN ON THE NECKAR: Tübingen is a convenient centre for exploring the Swabian Alb. This is a picturesque university city, full of winding lanes and old inns. The University dates from 1477, and in the Stiftskirche are medieval stained glass and tombs of Würtemburg princes. On a hill overlooking the city is the sixteenth-century Schloss Hohentübingen.

My own trip through the Swabian Alb started at Stuttgart, a lovely city with vineyards intruding here and there right into its centre. Its most curious sight is the new 700-ft. television mast which rises from a wooded hill overlooking the city. It is the tallest concrete construction of its kind in the world. I dined in the "crow's nest" restaurant at its summit (reached by express lift), feeling rather as if I were hanging in space in a balloon. In a high wind the upper platform sways from side to side by more than a foot, and the high antennae above by more than 4 ft. But the tower, which took two years to build and cost £330,000, is as safe as houses, and as reliable an investment. It is now drawing so many visitors that building costs will have been paid off within ten years.

From Stuttgart I travelled east to Schäbisch-Gmünd where there is a lofty Gothic church with radiating chapels. The Marktplatz has some fine baroque houses and on its west side an early thirteenth-century basilica, whose exterior is profusely decorated with sculptures of men, animals, plants, and fabulous beings. A few miles to the south of this town is the gliding school at Hornberg; it has gliders for hire, and there are tuition facilities. It is even

TYPICAL SCENERY OF THE SWABIAN ALB: Jutting out of the wooded, hilly country are three of the peaks which were frequently crowned by castles in the Middle Ages. From left to right are—The Stuifen, the Hohenstaufen (in the distance), on the summit of which stood the castle of the great German Imperial family, and the Hohenrechberg, on which are the ruins of the castle of the Counts of Rechberg. Near Hechingen is Hohenzollern Castle, which belongs to another Imperial family.

feasible to make gliding trips along the whole length of the Swabian Alb, for there are intermediate landing grounds.

Crossing the Swabian Alb by way of Wiesensteig, Urach and Honau, I came to Reutlingen, a busy industrial town, but its thirteenth-century Marien-Kirche repays a visit, for it is the most important example of High Gothic in Swabia. Then, a few miles to the west is the university city of Tübingen. (On its outskirts is a Motel.)

The ancient town of Tübingen is delightful, being criss-crossed by narrow lanes in which there are old inns frequented by students. The University dates from 1477, and its only rival to-day in picturesqueness is Marburg. In the Stiftskirche there are monuments to Wurtemburg princes with recumbent stone figures. Commanding the town is the Schloss Hohentubingen, built in the sixteenth-century on the site of a twelfth-century castle.

Continuing southwards, I came to Hechingen, near which is the dominating Hohenzollern Castle (nineteenth century), still in the ownership of the family. It is full of Teutonic "period fun," and must be an uncomfortable place in which to live. I was much more amused and interested by taking part in a *Fasnet* (carnival) dance, when, escorted by weird hooded figures, who looked like the Ku-Klux-Klan, I was led on to the stage of the hall and invested with an "Order."

The Swabian Alb is rich in folklore and, like the adjoining Black Forest, you can see there on Sundays some lovely traditional costumes. But it is during the *Fasnet* celebrations that these kindly and hospitable people really set out to enjoy themselves. I am quite sure that if anyone took a short holiday at this time they would be well pleased. Among the outstanding towns in this connection are Rottweil, Rottenburg (on the Neckar), Oberndorf and Sigmaringen.

From Hechingen I meandered through a lonely but lovely countryside to Beuron, where the Danube is quite a small stream, and where I found its waters really blue—further on, as this river widens, it belies its popular description of being the "Blue Danube." The road eastwards runs for many miles alongside the river to Sigmaringen, and all the way the scenery is lovely.

Leaving the Danube, I journeyed in a north-easterly direction to visit Zweifalten, Obermarchtal (fine baroque church, with fantastic stalls in the chapter-house), and Blaubeuren. I then finished this part of my trip at Ulm. Fortunately, despite great war damage, its famous cathedral escaped, as did the fine Renaissance Rathaus nearby.

There still remains something to be said about the good food and drink you will find in the Swabian Alb, and which give the finishing touches to a perfect holiday. Bearing in mind the traditional Swabian spirit of hospitality, I will content myself by quoting Goethe: "We must hasten to Swabia where we are still unknown, for I like its local style. Heaven above, the food they serve there!"

THE CENTRE OF A MOUNTAIN RESORT: Urach, centrally situated in the Alb, is one of its most popular summer resorts. Facing the market place with its timbered houses is the arcaded Rathaus, or town hall. It dates from 1562, but was altered fifty years ago. A fountain in the Gothic style stands in the centre of the market place.

USEFUL ADDRESSES

German Tourist Information Office, 6, *Vigo Street, London, W.1.*
Landesverkehrsverband Wurtemburg, Etzelstr. 15, Stuttgart.
Germania Travel Ltd., 10, Clifford Street, London, W.1.

RECOMMENDED HOTELS

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Beuron	Pelikan.
Balingen	Berghotel Lochen (special recommendation).
Honau	Traifelberghotel.
Reutlingen	Parkhotel, Friedrich List.
Saulgau/ Oberschwaben	Kleber—Post (special recommendation).
Murrhardt	Sonne—Post.

THE LITERARY SEASON IN PARIS

A Commentary on Some Recent Events in the French Capital and in the Provinces

By GEORGE SLOCOMBE

PARIS, November.

FRANCE has not seen and will not see the Bolshoi Theatre Ballet. After the poor reception given by audiences and critics alike in Paris earlier this year to the Ballet of the Stanislavsky Theatre (a third-rate company, according to some Russians), the Soviet dancers decided to boycott the French capital. A critic of the journal *Arts* has reported on the Bolshoi Ballet's performances in London, and notwithstanding his admiration of the dancers, he shows surprise at the extraordinary enthusiasm aroused in the British public, although it possesses in the Sadler's Wells troupe the finest ballet dancers in Western Europe.

This is not the first time a French writer has expressed unreserved admiration for the comparatively young British ballet. Critics in Paris are inclined to be nationalistic, and frequently blind to the deficiencies, when they occur, in their own creative art. But in spite of the direction of Serge Lifar, once a leading dancer of the Diaghilev Company, the Paris Opera has not come up to the standard of the Sadler's Wells Ballet, or even to that of the able company of the Marquis de Cuevas.

The wet summer in France, following on the heavy frosts in February, has wrought havoc in many of the vineyards, particularly in the Burgundy and Bordeaux regions; those of Champagne seem to have escaped the worst, although their production is small. I hear from Burgundy that the harvest there and in the adjoining Beaujolais district has been particularly poor, and at least one large wine-shipper fears that he will have little or no wine to export.

From the Bordeaux region reports on this year's wine crop vary considerably. In some châteaux the report is not too gloomy: the wine, although feeble in quantity, is of fair quality. Other growers complain that their vines have yielded a grape wanting alike in quality and in quantity.

Thus comes to an end one of the most extraordinary periods in the history of Bordeaux wines. A year or so ago my friend, the veteran wine-grower J. Dubos, proprietor of the Château de Cantemerle, a scientific enthusiast who has carefully kept a climatic chart of the wine region for more than half a century past, told me that since the war there had been an almost uninterrupted series of good wine years. Beginning with the great wine year of 1945, for ten years in succession the product of the grape-harvest has been excellent—so excellent in quantity as well as quality that the cellars and *chais* of the wine-growers and wine-brokers had begun to be seriously overcrowded. But this year's deficiency will allow the full vats to be emptied in time for a bumper wine crop, if it should come next year.

Great Britain is still, despite heavy import duties, the largest foreign market for French wines, and since the thirteenth century the claret of Bordeaux has found its way to London. During the past two or three years British wine-drinkers have increased in numbers and in purchasing power, to the satisfaction of the French. Prospective British buyers may be interested in the report of Raymond Brunet, the leading French œnologist, or wine expert, on the greatest Bordeaux vintages since the beginning of this century.

Writing in that admirable daily newspaper *La Journée Vinicole*, which publishes an international edition in French and English, Raymond Brunet lists the seven glorious years of Bordeaux wines. They are, he says, 1900, 1906, 1928, 1929, 1934, 1945 and 1947. The wines of those years were full, rich, velvety, subtle, voluptuous, high in colour, and perfume, and lasting in quality—in short, they had all the female virtues. The Château Ausone and the Château Margaux of 1920, if anybody is lucky enough to come across them, were marvels of perfection, but like most marvels, have now become very rare. They are, in my opinion, more likely to be found in British cellars than in French. The 1929 wines, according to M. Brunet, were the greatest produced in the Bordeaux vineyards for more than a century. The wines of 1945 and 1947, not yet fully mature, were almost equally exceptional in quality. The Château Latour 1947 is said to be quite remarkable.

Close upon these seven miraculous years came seven years classed as "very good." They are 1904, 1920—the Château Mission Haut Brion 1920 was brought out at the State banquet offered to the late King George VI on his visit to Paris before the war—1921, 1934, 1937, 1943, 1944 and 1949.

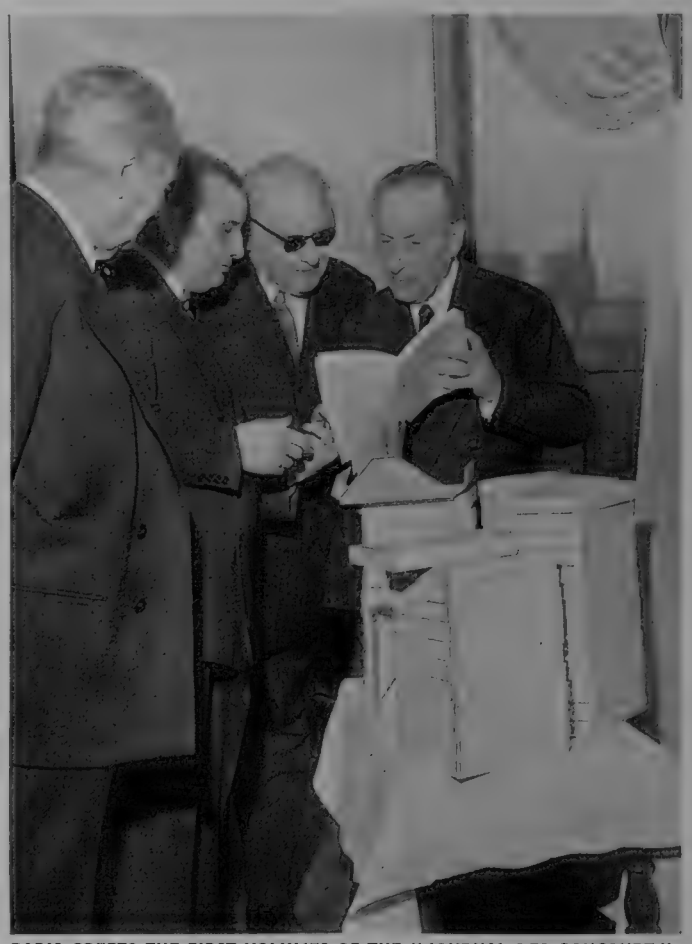
PRESIDENT COTY ATTENDS A MEETING OF THE FIVE FRENCH ACADEMIES: Escorted by M. Paul Bastid, President of the Academy of Moral Sciences (in Academician's uniform), M. René Coty passes a guard of honour as he enters the French Academy. This was the first visit of the President since his election. The last Presidential visit was M. Vincent Auriol's in 1951. During M. Coty's visit members of the Diplomatic Corps were present.

As for the comparatively recent wines, those of 1950, 1952 and 1953 are so far reported to be excellent. The wines of the two last-named years, according to M. Brunet, will be much sought-after by connoisseurs, in France and outside it.

The season of the literary prizes is close at hand, and many publishers and authors are nervously watching the reactions of members of the Goncourt Academy, the ladies' committee of the Prix Fémina, and the newspaper men who created some years ago the Théophraste Renaudot prize. The latter carries with it neither money nor medal, but only the esteem of journalists protesting against the intrigues and the cynicism attached to the Goncourt award. The Prix Goncourt, the most coveted by publishers and authors alike, brings an immediate sale of at least 100,000 copies of the fortunate novel, irrespective of its literary value, and the other prizes are not very much less advantageous. A Goncourt prize-winner is assured of prosperity for a few years at least. He will have enormous publicity on the Press and on the cinema and television screens. Reviews and newspapers will publish articles by him. His next book will be favourably received and reviewed. But after that, unless he has talent well out of the ordinary, his work will be ignored, his name forgotten. One of the very few Goncourt prize-winners to be remembered is André Malraux. Another writer of genius whom the Goncourt Academy (now to its embarrassment) did not honour, was Marcel Proust.

One exception to the cynical oblivion which besets literary prize-winners in France is Romain Gary, who won the Prix des Critiques after the Liberation of Paris for his novel *Education Européenne*—a strange little story of the Polish guerillas which has a curious topicality to-day. Gary has now written an even stranger story—*Les Racines du Ciel* (Gallimard). His hero, Morel, is a Frenchman in Africa who becomes indignant at the steady extermination of the elephants. Morel takes to the jungle, with a few armed followers, and wages war on the exterminators, white or black. Denounced as insane, persecuted and exploited, the hero succeeds at last in organising a world crusade in defence of wild nature, and ends by extending his campaign to a war on injustice and cruelty everywhere.

This adventure in idealism would have aroused the sympathy of the late G. K. Chesterton. It will be read with interest and approval by nature-lovers everywhere. Romain Gary's book is immensely long, closely-written, packed with fantastic detail. It is written with a passionate conviction, which does not exclude a sense of humour. At least one French critic accepts it as the most important French novel since the war.



PARIS GREETS THE FIRST VOLUMES OF THE "JOURNAL DES GONCOURT": The first three volumes of the celebrated journal, which include a new biography of the brothers by André Billy, are inspected by (from left to right) M. Alexandre Arnoux, of the Goncourt Academy, M. Marcel Pagnol, of the French Academy, and M. André Billy and M. Roland Dorgeles, both of the Goncourt Academy.

Acting and Singing: In France—and in Germany and Austria—it has been possible for some time for the would-be opera star to learn a most essential part of his art—namely, how to act as well as sing. On the Continent there are a number of schools which exist solely for this purpose. However, the Opera School at the De Walden Institute in St. John's Wood, in London, is one of the few British schools where singers can concentrate on learning the art of operatic acting. Students come from all over the world and when trained show their abilities in many different types of performances. Last year one of the best pupils, Ronald Maconaghie, from New Zealand, was the voice of Dick Whittington in the pantomime *Dick Whittington on Ice* at London's Empress Hall. This year the pantomime will be presented at the Palace Theatre. In order to raise funds, the Opera School has taken up this theatre for a gala performance on the night of December 20. Tickets can be obtained from the box office or from the school.

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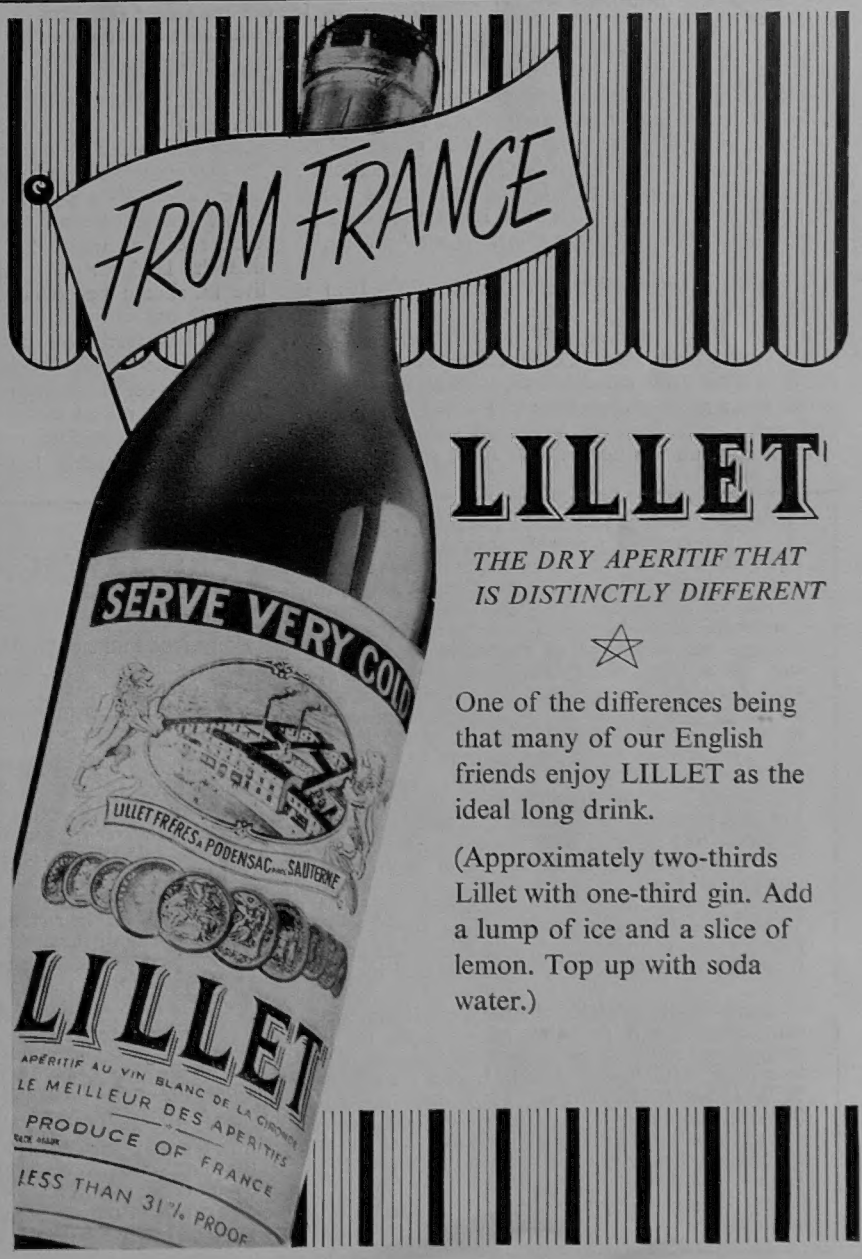

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The World of Books—By VERNON FANE

PRESIDENT'S DAUGHTER

Margaret Truman's Story; the Character of Jane Austen; Lord Beaverbrook on "Men and Power"; Travel in Africa and Holland; the S.S. and German Atrocities

EVEN on the little information I have had, I have always imagined that Margaret Truman is a very nice person, and it is pleasant to have the thought confirmed by reading her autobiography which, like all autobiographies, is just that little bit more revealing than the author knows. MY OWN STORY (Eyre and Spottiswoode. 25s.) has been written, with Margaret Cousins, in a candid, youthful and unaffected mood. It shows Miss Truman as a simple and occasionally naïve American girl, lucky in her affectionate family ties and impressed but not spoiled by the public state of life at the White House. Miss Truman also tells the reader exactly what it feels like when one's father becomes, rather suddenly, President of the United States and what effect such a transformation of circumstances can have on a close-knit family group.

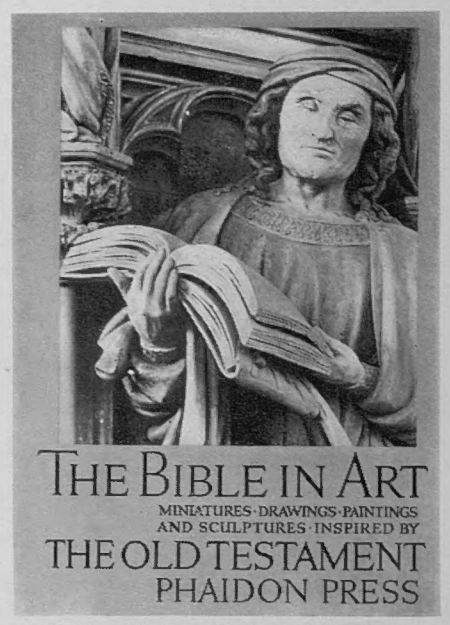
On the subject of Mr. Truman, his daughter writes with dignity and candour. "I love my father and I admire him and respect him. I cannot treat him with the lightness and the jocular humour which distinguishes most tales of fathers and makes a good story." One can applaud both the sentiment and the discretion.

That fine old American word, the switcheroo, could be used to illustrate the contrast between Miss Truman's book and the next, which is Mr. Hesketh Pearson's biography of an actor who was almost as well known for his private wit as for his public performances. BEERBOHM TREE—*His Life and Laughter* (Methuen. 25s.) is a study of as lively a character as ever graced the English stage. It has been written with appropriate spirit, packed with anecdotes and echoing some of the extraordinary vitality which, to this day, clings to the name of Herbert Beerbohm Tree.

Tree's career began in the 1870's when he worked by day at a desk in the City and devoted himself to amateur theatricals in the evenings. It ended in 1917 with his death. A little while before that he had been dining out frequently and enlivening every party with his gaiety. "He once told the simple truth about himself when someone asked how he was. 'Oh, I'm radiant!' he replied. Even when his half-brother, Max Beerbohm, was looking at Tree's face a few hours after his death, he could later write: 'I felt that Herbert, though he was no longer breathing, was somehow still 'radiant.'"

T'OTHER MISS AUSTEN (Macdonald. 16s.) is another case of the subject of a biography dictating its style. Dr. Kathleen Freeman has written this study of the last twenty years of Jane Austen's life, which is to say almost all her adult existence, with an economy of phrase and a grace of expression that would have pleased that lady. Dr. Freeman writes of the two distinct characters which she perceives in Jane: the writer and the woman, and she quotes freely from Jane's letters. In a chapter addressed to those who would disparage Jane, Dr. Freeman counters a number of criticisms of Jane, the woman, but has nothing to say to those who disparage Jane's art as a novelist.

And so to two more books by—and about—women. I CHOSE A PARSON (Oxford University Press. 21s.) is the autobiography of Mrs. Phyllis Stark whose husband is now a Bishop in Newark, New Jersey, but whom she mistook for a magazine salesman when they first met on a warm, summer's day in Minnesota. "Throughout the years," reflects Mrs. Stark towards the close of this friendly and thoughtful book, "I had been told in a hundred different ways that anyone who married a minister certainly drew the short straw." The happiness of these pages disproves such Jeremiads conclusively.



AN EARLY FIFTEENTH-CENTURY STATUE OF THE PROPHET JEREMIAH: This work of Claus Sluter decorates the Moses Fountain in the Charterhouse at Champmol, near Dijon. This reproduction is one of the 250 plates in *The Bible in Art* — Miniatures, Drawings, Paintings and Sculptures inspired by The Old Testament (Phaidon Press. 42s.). The book shows the inspiration of the Old Testament on art.

MINDING OUR OWN BUSINESS (Heinemann. 18s.) is Miss Charlotte Paul's story of what happened when she and her husband decided to move away from Chicago where they had been respectively assistant foreign news editor and news editor on a big daily, make for the State of Washington in the far West and buy a printing company and a local paper with the notable name of *The Snoqualmie Valley Record*. Miss Paul has written an amusing, chatty and warm-hearted book.

Lord Beaverbrook is well qualified to put his name to a book called MEN AND POWER (Hutchinson. 25s.), for he understands both. He takes as his subject the pregnant years, 1917-18, in which the flower of our nation's manhood was being slaughtered while their leaders, politicians and generals, were busy knifing each other in the back. From this Lloyd George emerged triumphantly as The Man Who Won the War while the politicians set about seeing that the land, far from being made fit for heroes to live in, should be conditioned to support their shady reputations.

Lord Beaverbrook enjoys two great assets in his literary enterprise. When recounting incidents when history was being made he is able to say: "I was there!" He has also added to his personal knowledge by the astute acquisition of the private papers of several of the protagonists, notably Lloyd George and, even more notably for the purposes of this book, those of the Countess Lloyd George. In her personal diary, kept when she was Miss Frances Stevenson, Lloyd George's private secretary, she recounts how a vital paper was mislaid during the famous Maurice debate which, if its contents had been revealed, would undoubtedly have turned her master out of office as well as changing the whole course of history. She saw the document being burned after the event but fortunately she recorded the incident.

THE FORBIDDEN COAST (Cassell. 21s.) is Mr. John Lodwick's story of an African journey made to Rio de Oro, a Spanish possession in North-West Africa, and to some adjacent islands and "certain other sites in the 28th degree of Northern latitude which are not, without some measure of personal perseverance, open to uninstructed members of the general public." Readers of some of Mr. Lodwick's novels will know already that he loves Spain. This book would prove, all by itself, that he loves it often with criticism, sometimes with exasperation but faithfully. It proves, too, that Mr. Lodwick is a born writer and what, more than that, can a reader ask?

VARIATIONS ON A DUTCH THEME (Secker and Warburg. 30s.) is Mr. Peter Temple's book about the things that have interested him in Holland ever since, in the early days of 1945, he went there on a wartime mission, and returned to re-discover the country, its "kind, gentle, merry, sensible" people, their architecture, painting and—less conventionally—their contributions to organ building. A charming book, full of information.

It is a bitter irony that, on the heels of a book about the present-day Dutch renaissance from the sea and from the other enemy should come a sober and documented history of one of the most vicious arms of that enemy. THE SS.: ALIBI OF A NATION, 1922-1945 (Heinemann. 35s.), is Mr. Gerald Reitlinger's impressive account of the formation, organisation and hideous record of the force which, in the author's opinion, is still being used as the standard excuse for acts of tyranny, pillage and racial murder, as they happened in the twenty-three years of the S.S. reign of terror. The illustrations are conclusive. Without comment, the frontispiece is a smiling photograph of Himmler, poring over a map or a report. The final and twenty-fourth illustration is a photograph of Himmler's dead body.

OFF LIMITS (Harrap. 15s.) is a novel, but its use of fiction follows soundly on the facts of the last book. Mr. Hans Habe writes about Germany after 1945 and particularly about the destinies of war criminals' families, the "Resistance" Germans and the good and bad American officers of the U.S. Zone. This is the kind of book often labelled as powerful. I found it something less than that but effective in its way, even sensational and possibly well based on fact.

BOOKS IN BRIEF

As is to be expected, the new edition of **PEARS CYCLOPÆDIA** (15s.) *is packed with useful information on many topics. An innovation is a section on Family Affairs.*

INTRODUCTION TO BIRD WATCHING, *by Cecil G. Trew and Rosemary Upton* (Seeley, Service. 15s.), *is the sixth and latest volume in the Beaufort Library.*

John Pudney is the editor of **PICK OF TO-DAY'S SHORT STORIES, 7** (Putnam. 15s.) *to which twenty-three writers contribute.*

The Phoenix Book of **MODERN AMERICAN HUMOUR** (Phoenix House. 12s. 6d.) *is chosen and presented by Michael Barsley with an introduction by Bernard Braden.*

PRODIGY OF BROADWAY

The Career of Orson Welles

John Foster Kane was selfish and selfless, an idealist, a scoundrel, a very big man and a very little one. These, and many other things, were told about him in that astonishing film *Citizen Kane* which served to emphasise the undoubted truism that the truth about any man can be calculated only through the sum total of everything that has been said about him. That film, which lost some of its applause through bursting upon a world at war, will no doubt stand out as one of the greatest of the early achievements of Orson Welles who made it in the face of the hostility of the man it was alleged to represent (the late William Randolph Hearst) and put into it his own outstanding ability as script-writer, director, producer, film editor and technician. Peter Noble, in his biography THE FABULOUS ORSON WELLES (Hutchinson. 25s.), deals at length with this great film. His book is, for the most part, a factual, although at the same time laudatory, appraisal of Welles' career from youth to mid-passage. Othello, Harry Lime, Captain Ahab, and King Lear are only four of the many memorable roles played by Welles.

John Gunther and Bernard Quint have tackled something that is probably fairly simple for good technicians to do well, but is certainly intensely difficult to exploit to full advantage. In DAYS TO REMEMBER (Hamish Hamilton. 35s.) they remind us through words and pictures, 45,000 of the former and 400 of the latter, of the people and events of the years 1945 to 1955 as they were lived in the United States. Here is a *précis* of the illustrated press bestriding a whole decade—a decade of war and peace, of Democratic and Republican regimes, of T.V. rampant and Hollywood in the doldrums, of a whole host of events, which jolted the world into laughter, stirred it into grief or in some way aroused the emotions. This is a most exhilarating volume, and, with each passing year, its fascination will inevitably increase.

"Grab a chance and you won't be sorry for a might have been." This quotation from one of Arthur Ransome's books is carved in the companion-way of *Wanderer III*, the stout 30-ft., 8-ton sailing-boat in which Eric Hiscock and his wife Susan set out from Yarmouth, Isle of Wight, in July 1952. Just under three years later they arrived back at Yarmouth, having grabbed their chance and circumnavigated the globe by way of the West Indies, the Panama Canal, the Pacific islands, Australia, South Africa, Ascension and the Azores. AROUND THE WORLD IN WANDERER III (Oxford University Press. 25s.) is a delightful book which on the whole eschews technicalities. The author, Mr. Hiscock, writes for a wide public in the story of experiences at sea and on shore during the eventful and happy voyage.

Here is another yachtsman's travelogue, but this time the subject is SAILING THROUGH ENGLAND (Eyre and Spottiswoode. 25s.). The author is John Seymour who, with his wife Sally, has sailed the rivers and canals of our homeland in a 34-ton Dutch sailing yacht. From the Wash they penetrated far inland among the rivers and canals of East Anglia, the Midlands and the North, reaching Leeds and York among other places. Finally they crossed the Pennine Chain by the canal which took them to Liverpool. The Seymours are friendly folk, and they met a host of people. It is these contacts that make *Sailing Through England* a very human document.

Last year it was woefully predicted at a London conference that around Christmas time it might well be that London's traffic would be brought to a complete standstill. That prophecy came very near to being proved as, on one memorable day, the rush of shoppers turned Oxford Street and the Central Area into one large traffic block. L. A. G. Strong considers both the urban and rural problems of traffic in his most excellent book THE ROLLING ROAD (Hutchinson. 30s.), which is the story both of travel in Britain and of the development of public passenger transport. Saxon and Roman times, travel under the Tudors and Stuarts all have their place in this very detailed study. But undoubtedly the greatest interest lies in those chapters dealing with the period when the horse-drawn era merged into the motoring age.

The latest addition to The New Naturalist Series is Alister C. Hardy's THE OPEN SEA (Collins. 30s.). This is a masterly study of the plankton and other fundamental sea life by one who has been associated with the Royal Navy's Surveying Service and the Marine Biology Stations of our coast. Professor Hardy has grasped the problem in a new and exciting way, helping us to discern the whole pattern of life which dominates two-thirds of the world's surface.

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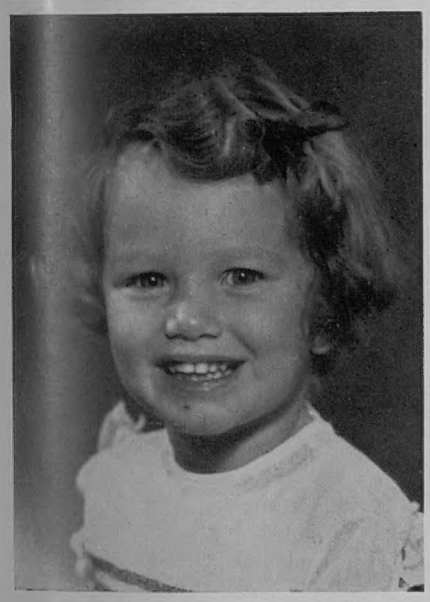

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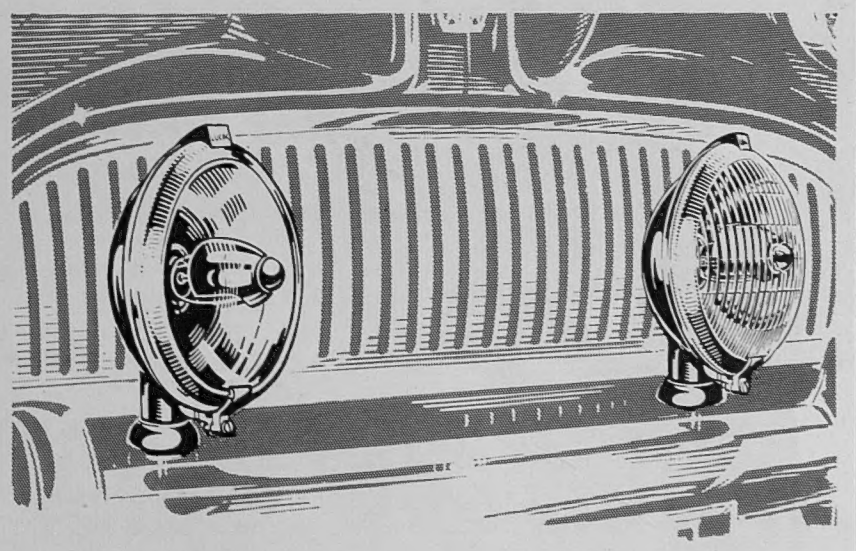

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